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McQuillan & Co., grain, hay and feed.*
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Shepard, Clark & Co., grain, hay and straw.*
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Longmont Farmers Mill & Eltr. Co., flour, grain.
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Schuff & Co., A. C., grain and hay.
Thomson & Co., W. A., corn, oats and rye.
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Moon-Taylor Co., grain and hay brokers.

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed.

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Jones, Lee D., grain & hay commission.*
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U. S. Feed & Grain Co., grain, hay, millfeed.*
Webb & Maury, grain and hay.*
Wyatt, E. W., grain, hay and millfeed broker.

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Johnstone & Templeton, grain commission.
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Mereness & Potter Co., grain commission.*
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Saunders-Westrand Co., receivers and shippers.
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McCague, R. S., grain, hay.*
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Fairbank & Co., S. G., grain, hay, seeds.
Southern Brokerage Co., grain, hay, feeds & seeds.

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Zahm & Co., J. F., grain, seeds.*

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Norton Grain Co., milling wheat a specialty.

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Kelth Gr. Co., N. H., brokers & commission.
Woodside-Smith Gr. Co., receivers & shippers.

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Head Grain Co., grain, millfeed, seeds.

*Members Grain Dealers National Association.

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Wholesale Grain Dealers
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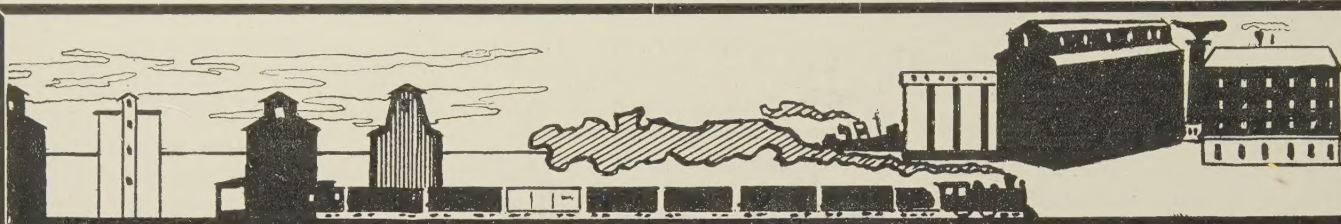
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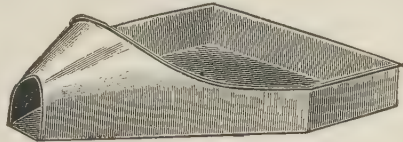
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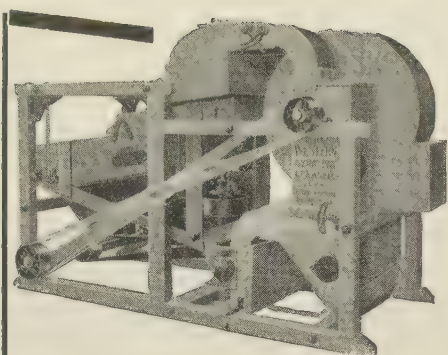
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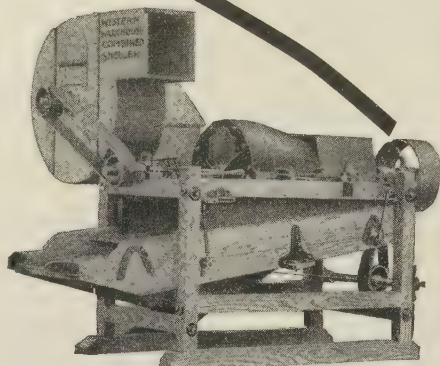
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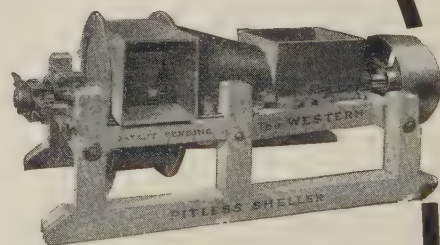
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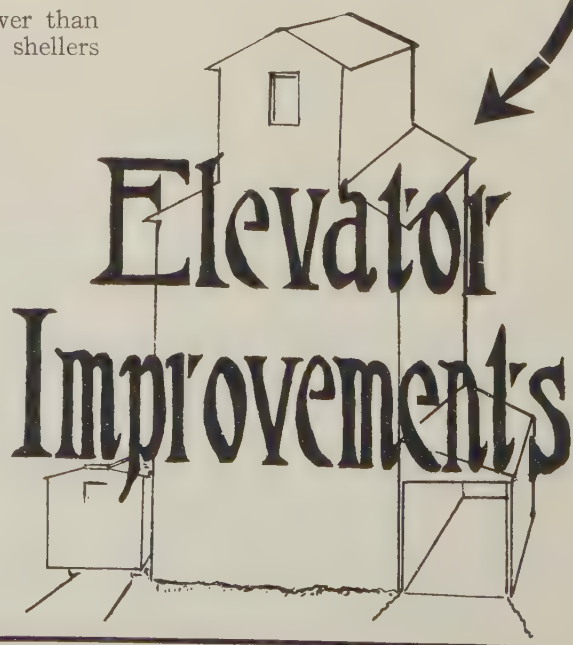
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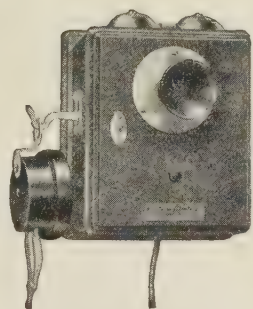


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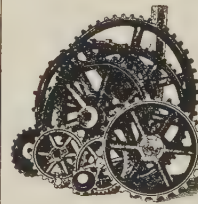


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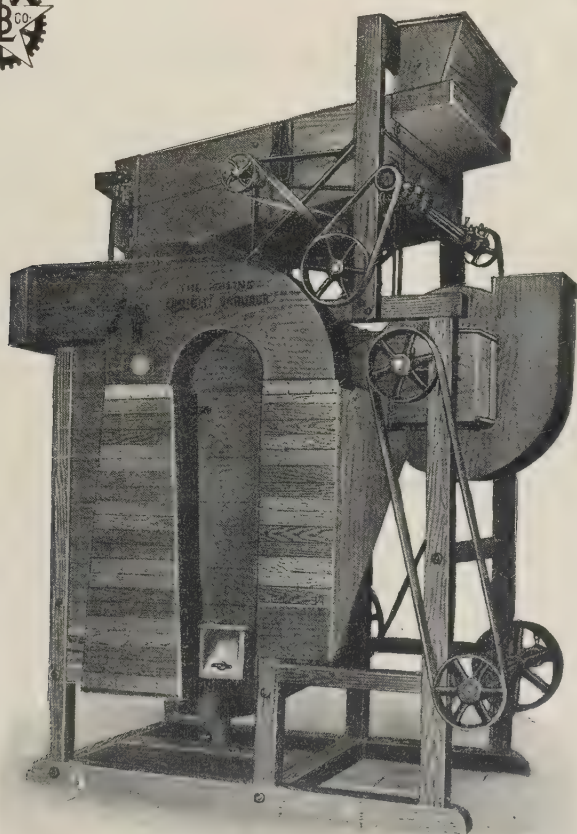
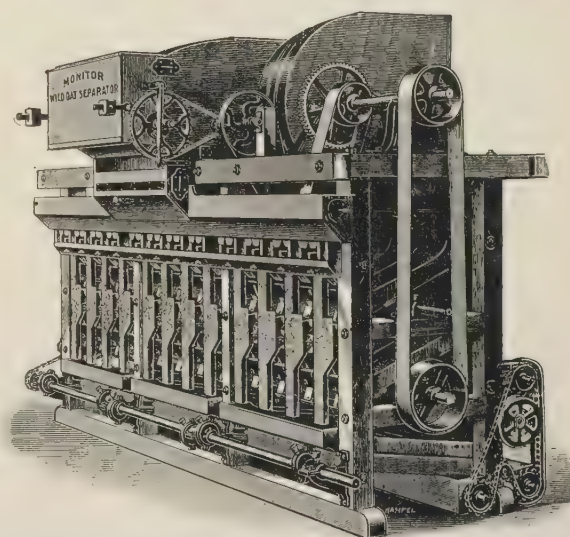
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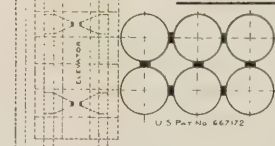
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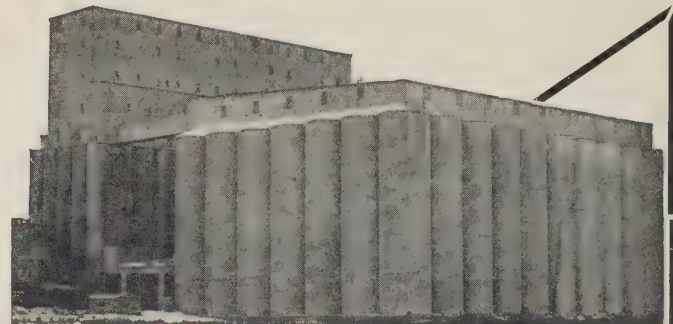
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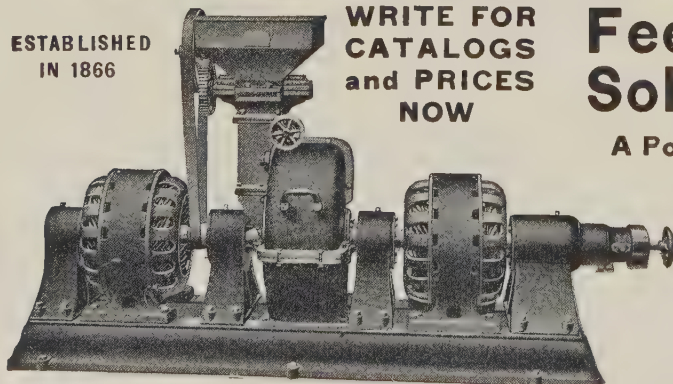
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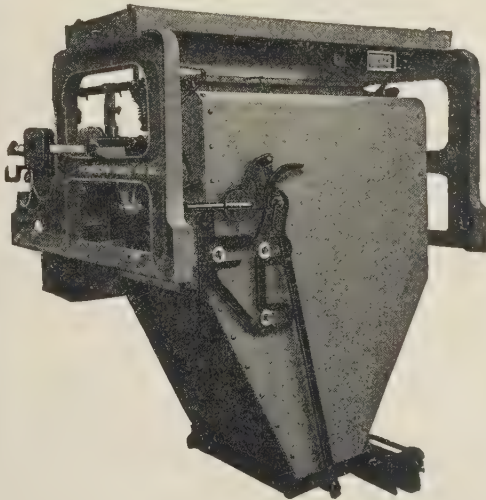
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The most up-to-date, accurate and reliable scale is the

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Thousands of them in use by Railroad Companies, Elevator Companies, Cereal Mills, etc.

RICHARDSON SCALE COMPANY

209 S. State Street, CHICAGO

Passaic
N. J.

413 Third St. So.
Minneapolis

Box 305
Omaha, Neb.

Box 876
Kansas City, Mo.

Did It Ever Occur to You

that the best way to get what you want, and get it promptly, is to send your orders to people who have had experience in the business, and who carry a stock of goods always ready for quick shipment? We have been in the Elevator and Mill Furnishing business over twenty-five years and feel that we know something about it.

We carry in stock a complete line of supplies, including Testing Sieves, Transmission Rope, Belting, Steel Split Pulleys in sizes up to 54 inch, Elevator Buckets, Conveyor Chain Belting, Sprockets, Lace Leather, Scoops, Shafting, Collars, Bearings, etc., etc. Send us your orders. We will satisfy you.

The Strong-Scott Mfg. Co.

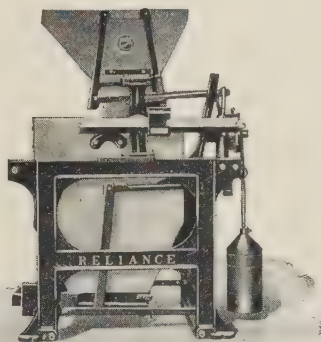
Minneapolis, Minn.

Northwestern Agents for

Richardson Automatic Scales

Invincible Cleaners

Knickerbocker Dust Collectors



If we used a hundred more parts on the RELIANCE Automatic Scale it would be no better than it is. In fact, it would not be as good and we would have to charge more for it,

SIMPLICITY means a great deal in the manufacture as well as in the operation of an Automatic Scale.

There is a twenty-five year's experience behind the RELIANCE and no little detail has been overlooked.

Investigate.

Write for Catalogue.

National Automatic Scale Co.

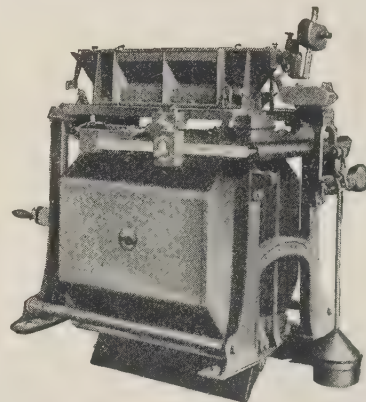
West Pullman, Illinois

Power Equipment Co.,
Minneapolis, Minn.,
Northwestern Agents.

Orr Bros. Supply Co.
Cedar Rapids, Iowa,
Iowa, Agents

Did you handle 50,000 Bushels or more of Grain in 1912? If so you certainly need a

Fairbanks Automatic Scale



It will attend to your weighing while you are busy with your other work. Does work more accurately than you can by hand.

Write for Catalog No. 550A6 and get details

Fairbanks, Morse & Co.

900 S. Wabash Ave.

Chicago, Ill.

Oil and Steam Engines, Oil Tractors, Pumps, Water Systems, Electric Light Plants
Electric Motors, Feed Grinders

TONS to Dollars and Cents

Shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. Well printed on good paper, and bound in cloth; marginal index. Size 4 1/2 x 8 1/2 inches, 110 pages. Price \$1.00.

GRAIN DEALERS JOURNAL, La Salle St., CHICAGO, ILL.

DURABLE WIRE ROPE
CAR PULLER-GRAIN SHOVEL
POWER TRANSMISSION
 165 W. LAKE ST. CHICAGO

Cover's Dust Protector

Rubber Protector, \$2.00

Send postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER

124 Perley St., SOUTH BEND, IND.



Ball Bearing Safety Man Lift



C. I. Boots
 Distributing Spouts
 Flexible Spouts
 Dump Irons
 Friction Clutches
 Pulleys
 Bearings
 Sprocket Wheels
 Sprocket Chain

Complete Elevator Equipment

Order Now, Prices will be Higher Later

Murphy Manufacturing Co.
 KANSAS CITY MISSOURI

NEW ERA MANLIFT



Users consider our "New Era" Manlifts to be the best—always reliable. We make

HAND ELEVATORS
 POWER ELEVATORS
 DUMBWAITERS
 INVALID HOISTS
 BOX HOISTS, ETC.

Write for prices when needing anything in our line

Sidney Elevator Mfg. Co., Sidney, Ohio

Mention this paper.

Double Safety Man-Lift

All steel
 Same Price
 Weighs Less
 More Durable

Send us specifications for your entire wants for elevator supplies and equipment. We make them, and they are all as modern as our steel Man-Lift.

BURRELL MFG. CO.
 BRADLEY, ILL.



BOWSHER

(Sold with or without Elevator)
CRUSH ear corn (with or without shucks) and **GRIND** all kinds of small grain. Have Conical-Shape Grinders. Different from all others.

LIGHTEST RUNNING

(Our circular tells why)
 Handy to Operate. Ten sizes 2 to 25 Horsepower.

FREE Booklet on "Values of Feeds and Manures."

The N. P. Bowsheer Co.
 South Bend : : Indiana

FEED MILLS



"Works just as well as it ever did" after ten years constant use.

A most forceful argument in favor of the

Boss Car Loader

The compactness, durability, practical design, and satisfaction in operation and installation, assures this loader lasting longer than any other. Let us send our "Boss" on approval.

MAROA MFG. CO.

Dept. 3 - - MAROA, ILL.



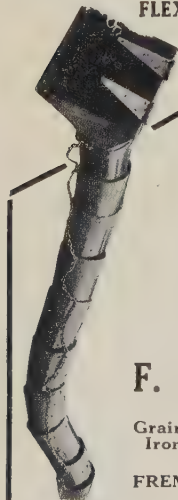
A Grain Man's Argument:

"We are still using the car loader bought of you in 1903, and will say that it has been in constant use, and works just as well as it ever did."

GARDNER & LEWIS,
 Cottage Grove, Ind.

LOADING SPOUT

FLEXIBLE CHAIN



Made of strong, durable steel.

With hooks or hinges.

New sections can be added if desired.

Order Now!

F. M. Smith & Son

Manufacturers of
 Grain Spouting, Siding, Corner
 Irons, and Sheet Metal Work
 of All Kinds.

FREMONT : : NEBRASKA

Put Your Name

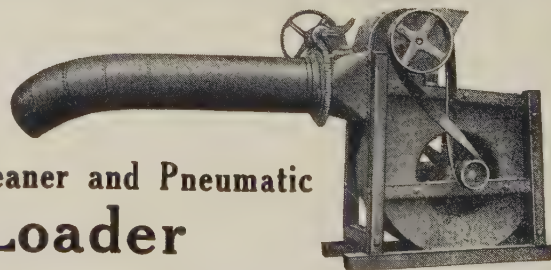
where everyone identified with the grain trade will see it and keep it there.

THAT IS IN THE

Grain Dealers Journal

OF CHICAGO

IF you are really anxious to learn the true merits and economical service of a Combined Grain Cleaner and Pneumatic Car Loader



become acquainted with any user. We will gladly send list.

Why you should install the MATTOON—

It is impossible for it to mill or crack the grain.

It will fill largest cars to full capacity, without any labor in the car.

Strong and durable, automatic in action, and requires no attention after starting.

Constant moving of pneumatic tube as it loads the grain prevents dust from gathering in center of car. Cools and dries the grain as it passes through the air.

WRITE FOR LIST AND CIRCULARS

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

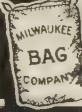

"Loads Grain, Malt or Sand"

Judicious Advertising as Irresistible as Niagara
 The Journal Continuously Demonstrates It

Milwaukee Bags

Our "Aurora A" is a full size 2 bu. 16. oz. cotton seamless sack—strong and durable and we are selling at prices which will interest you. We make all sizes of Jute Grain Bags—write for prices. Why not Milwaukee Bag Co., Milwaukee, Wis.

"Hindoo" Jute Twine for tying?

International Sugar Feed Co.

Minneapolis, Minnesota

MANUFACTURERS

International Sugared Dairy Feed
International Special Molasses Feed
International Sugared Horse Feed
International Sugared Hog Feed

These feeds are unequalled in nutritive value. Sold by dealers everywhere

HAY

Ship Your HAY to

ALBERT MILLER & CO.

192 N. Clark Street, CHICAGO, ILL.

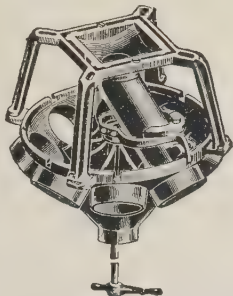
GOOD SALES QUICK RETURNS



HALL SPECIAL (Elevator Leg)

If you had two legs in your elevator, one of them a HALL SPECIAL with 7x5½ inch "Omaha" cups, the other an ordinary leg with 11x7 inch cups, the HALL SPECIAL would elevate the most grain, do it with less attention, and less cost.

It would cost less to build, and less to maintain. It would elevate steadily, uniformly, reliably.



More work, better work, absolute efficiency.

HALL SIGNALING DISTRIBUTORS

Less cupola space occupied. More bin space utilized. More convenient, more durable. No repairs, no mixing grain.

Write for Particulars and Test of Users.

HALL DISTRIBUTOR CO., 222 Ramge Bldg., OMAHA, NEBR.

DUPLICATING SCALE TICKET BOOK

No. 62 is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

GRAIN DEALERS JOURNAL,

La Salle St., Chicago, Ill.

Tyden Car Seals Prevent Losses and Claims.



Self-locking, Safe, Secure. Adopted by U. S. Government and Leading Railroads. Your name on each seal. Millions used by shippers.

Write for samples.

International Seal & Lock Co.
Hastings, Mich.

Chicago Office, 617 Railway Exchange.

CYCLONE BLOW PIPE CO.

IMPROVED

Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low Speed Systems

1001-1015 W 21st
St., cor. Morgan St.
CHICAGO, ILL



Patented

An Evolution In Dust Collecting Economy

The "OLD CYCLONE" served its purpose as an important factor in Dust Collector Evolution



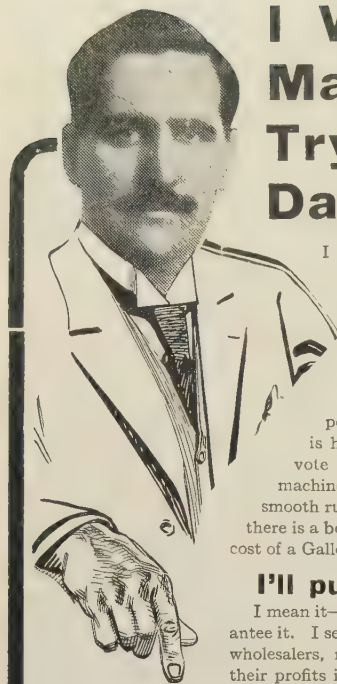
The Problem was to Eliminate the Loss of Half the Power, or Volume of Air Current.

The New "1905"
Cyclone Dust Collector
Saves That Loss

The Knickerbocker Co.
JACKSON, MICH.

Investigate—Write for Catalog.

I Want Every Elevator Man in the Country to Try My Engine for 90 Days at My Expense

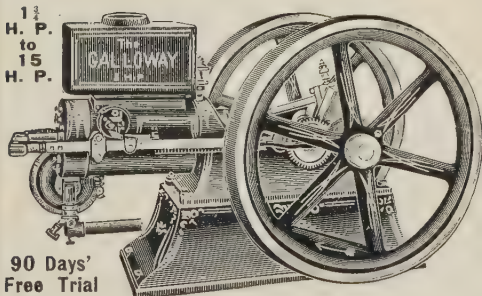


I want every elevator operator to take my New 1913 Model Gasoline Engine, and use it for one month, two months or three months—free. Install it in your elevator, give it any test you care to for 90 days. Put it through the tests, leave it and go about your business, compare it with others you know of and have tried. Then you know how a Galloway compares with other engines in power efficiency, durability and satisfactory and inexpensive operation. Experience will teach you when business is heavy, loads are coming in continuously, and you cannot devote too much attention to the running of your engine and machinery, then you will see the perfect pace the Galloway sets for smooth running of your other equipment. If after 90 days you think there is a better engine on the market at less than two or three times the cost of a Galloway, send it back—I'll pay the freight both ways.

I'll put \$50 to \$300 in your pocket

I mean it—I'll save you that amount on the first cost alone, and guarantee it. I send the Galloway direct from factory to you. No jobbers, wholesalers, retailers, salesmen or middlemen profits to pay. You put their profits in your own pocket.

1 1/2
H. P.
to
15
H. P.



90 Days'
Free Trial

Special Service Bureau—Free

A force of Engine Experts at your command without charge. They tell you just the engine to select for your power needs, how to test and judge an engine, and how to fit up your power plant. This service is free, whether you buy a Galloway or not.

Before buying an engine for that new or old elevator this Spring, write for my

ENGINE BOOK

Our advice, experience, knowledge and offer doesn't cost you anything, but not using it will. Write right now.

Wm. Galloway, Pres.

WM. GALLOWAY CO.

1785 Galloway Station, WATERLOO, IOWA

New Era

New and Rebuilt GAS ENGINES

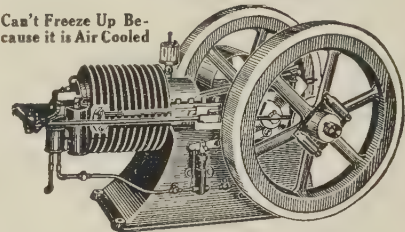
of our own
make, thoroughly
guaranteed—8 to
50 H.P. Simple
as the old
steam engine.



Let us know your requirements.

THE PORTSMOUTH ENGINE CO., Portsmouth, Ohio

Can't Freeze Up Be- cause it is Air Cooled



Sizes 1 1/2 to 12 H. P.

We have a very attractive proposition to make owners of Elevators regarding the GADE AIR COOLER. The GADE is so simple, economic and reliable that you cannot afford to be without it. Always ready winter or summer. No delays by break-downs or freeze-ups. Get Our Special Proposition at Once.
GADE BROS. MFG. CO. 110 Main St. Iowa Falls, Iowa

YOU DON'T KNOW

The advantages of gas and gasoline power until you have tried Magnetos.

You don't know Magnetos Until you've tried

THE COMET

Simplest, most compact and powerful magneto made. Leads all others in simplicity which is the keynote of our design. Special prices:

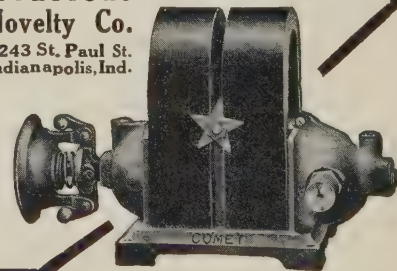
For Make & Break Spark \$10.—For 1 or 2 Cyl. Jump \$11.

Write for catalog — Thirty Days Trial.

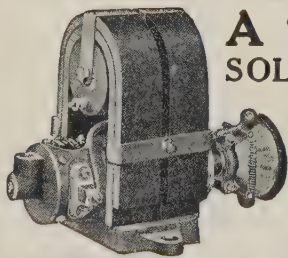
Henricks

Novelty Co.

1243 St. Paul St.
Indianapolis, Ind.



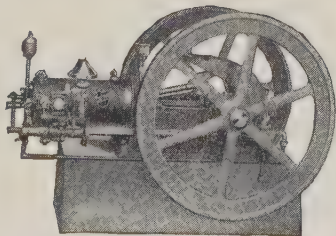
A "WIZARD" MAGNETO SOLVES THE IGNITION PROBLEM



Don't try to get along with those old worn out batteries, and then find yourself at a continuous expense for new cells. Save that money. Dynamos burn out points, and burn themselves out. Save that expense. Batteries and Dynamos are a continuous expense. "Wizard" Magnetos are perpetual money-savers. Start saving money today—by writing for descriptive catalog Q. D. and prices.

HERCULES ELECTRIC COMPANY
INDIANAPOLIS, IND.

HOWE SCALES



Of the Protected "Ball Bearing" kind, that weighs correctly and wears Everlastingly.

Sonander Automatic Scales

Otto Gasoline Engines - Hall's Safes and Vault Fronts
ELEVATOR MACHINERY AND SUPPLIES

WRITE FOR CATALOG "E"

HOWE SCALE CO. OF ILL. 418-420 SOUTH THIRD STREET
MINNEAPOLIS, MINN

If you have a good thing

Tell the Grain Dealers—
They'll do the rest—

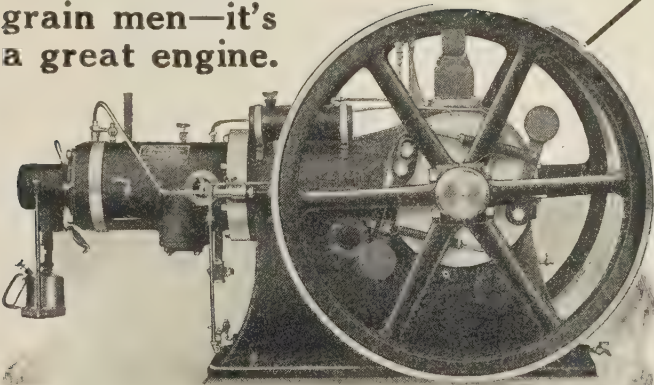
Advertising is the quickest and best way—but it must be the right kind of advertising.

If you have spent your good money without satisfactory results, it's a case of wrong article or wrong advertising.

The easiest, most direct, most popular and most effective way to the grain dealer is The Grain Dealers Journal route.

Try it.

Let me tell you
grain men—it's
a great engine.



The "MUNCIE"

The Real Oil Engine.

Not a "made-over" gas or gasoline engine, but an engine designed and built to render the utmost power efficiency on the cheapest fuel known. It operates perfectly on the cheapest Fuel Oils, also on Crude, Solar and Gas Oils, Kerosene, Distillate, and Naphtha without any change in the engine whatever.

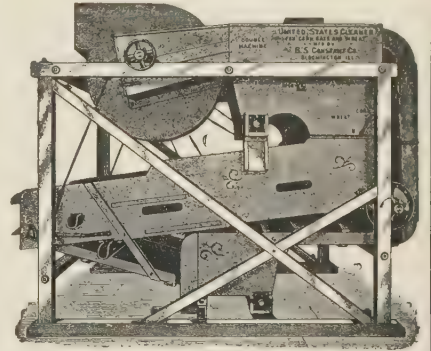
It is the real oil engine, because it has been accepted by the largest number of oil engine users as STANDARD.

No batteries, magnetos or dynamos. It's worth the money to write for more about the "Muncie." Write

Muncie Gas Engine & Supply Co.
54 Ohio, Cor. Railroads
Muncie, Ind.

WRITE

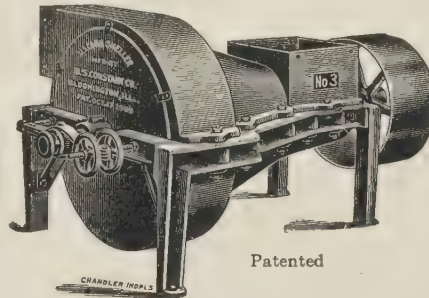
Stating capacity
per hour
you wish
to shell
and we
will quote
price



**On U. S. Corn Sheller and
On U. S. Grain Cleaner and
On U. S. Friction Clutches**

giving full descriptions and information

which will
be of great
value to
you now
and later.



Patented

Yours for
a lucky
1913.

B. S. Constant Co., BLOOMINGTON, ILLINOIS

THE NO. 39 CLIPPER

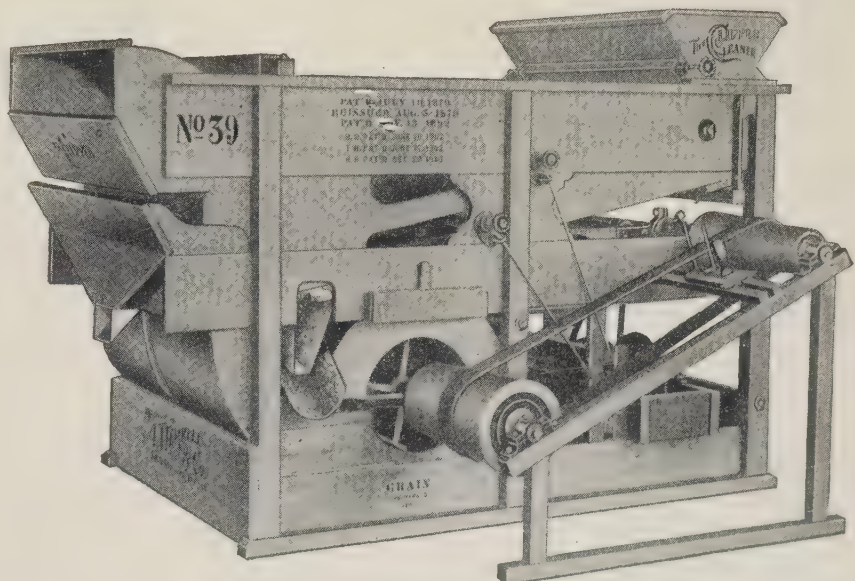
Cleaner with Traveling brushes and special air controller is one of our most popular and best selling grain and seed cleaners.

The "CLIPPER" excels all others in the minimum of power required, construction and durability, class of work it will do, small amount of attention and its adaptability to the work required.

A "CLIPPER" will clean all kinds of grain, seeds, beans or peas equal to any special cleaner designed especially for one kind of work.

We have placed this machine in a large number of elevators all over the country, and never yet has one of them failed to give satisfaction. If you are looking for something good, this Cleaner will suit you.

Let us Send Catalogue.

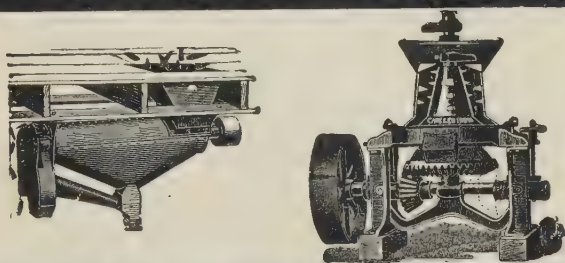
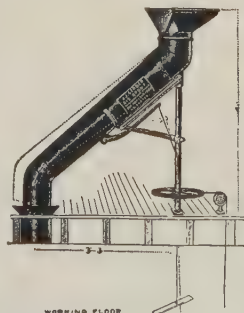


A. T. FERRELL & CO., SAGINAW, W. S. MICH.

L N K BELT SUPPLY CO.

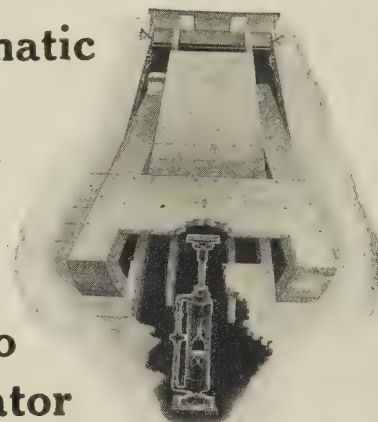
MINNEAPOLIS, MINN.

MANUFACTURERS OF

DISTRIBUTING AND FLEXIBLE
SPOUTS. BOOT PANS, STACKS AND
TANKS, WAGON DUMPS, MAN LIFTS.ALL KINDS OF TRANSMISSION CON-
VEYING AND ELEVATING MACHINERYA FULL STOCK CARRIED.
GET OUR PRICES.**Triumph Corn Sheller
and Crusher**THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.**The Gerber Patent
Flexible Chain
Telescope Car Loading
Spout**Will last longer
than three ordi-
nary flexible
spouts because
it is made of
metal equal to
saw blade.Order one
and be
convinced.Swivel Joint
at S.**The Gerber
Improved
Distributing Spouts**Are used in all parts of the coun-
try because they are made by
skilled workmen, have a world-
wide reputation, and will prevent
the mixing of grain.

BEWARE OF IMITATIONS.

FOR SALE BY

J. J. GERBER, Minneapolis, Minn.**SET OF BOOKS for Grain Dealers**Form 380 Record of Wagon Loads Bought } PRICE, \$3.00
Form 385 Record of Car Loads Shipped }
GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago**An Automatic
Dump
Controller
actually
brings more
business to
your elevator**Farmers soon realize the safety, quietness and ease with which you can
dump their wagons, and sooner than run the costly risks of runaways,
broken legs and wagon damages, they haul their grain to the elevator
equipped with an **Automatic Dump Controller**.It is not only a "trade-getter," but is an absolute assurance against
damage losses.Simple, durable, automatic, no gearing, easily installed, out of the way,
self lubricating, and does not affect the sink room.The increasing demand, with over 600 in use today, should warrant your
investigation. Investigation will warrant your trial.

—:O:—:O:—

McMillin Elevatorshandle more grain faster and at a lower construction and operation cost.
Not for the first month, or first year, but always. Any type, size,
capacity, price of elevator construction executed with the hope that your
elevator will be as satisfactory to you as the many others have been
which prompted your trial.**L. J. McMillin**Board of Trade
INDIANAPOLIS, IND.**POST YOUR PRICES**

TODAYS PRICES	
OATS	45
CORN	77
WHEAT	101
RYE	118
BARLEY	134
CLOVERSEED	950

and stick to them. The
farmer likes to know he is
getting a square deal.An attractive, conven-
ient Bulletin for posting
the prices you are bidding
for grain, seeds and hay,
will save you money.Price Posting Bulletin
Form 1 is made of heavy
No. 30 gauge steel,
japanned so that it will
not rust. Top piece con-
tains the words "TODAY'S
PRICES" in bold, white
type; punched for screw
hooks. Six card holders
are hung to top so as to
provide room to post
prices bid for different
commodities.Card holders are turned
over on top and bottom
edges so they will hold the
cards firmly. Complete set of cards bearing the words,
Oats, Wheat, Rye, Barley, Y. Corn, W. Corn, Flax,
Clover, Timothy, Alsike and Hay; and 10 sets of digits
so that the price of each commodity may be easily and
quickly posted.

Order Form 1.

Size 14x19 $\frac{3}{4}$ inches.**Price \$2.00****GRAIN DEALERS JOURNAL**

315 South La Salle St.

Chicago, Ill.

Whole Business Section of Town Roofed with J-M ASBESTOS ROOFING

In the city of Coshocton, Ohio, practically every good business block and factory erected or re-roofed within the last 15 years is covered with J-M Asbestos Roofing.

The American Art Works—with about 4 acres of roof space—has covered all its buildings with J-M Asbestos Roofing. So has the James B. Clow & Sons Co., with nearly 3 acres of roof, and the H. D. Beach Co., with nearly 2 acres of roof. Likewise, the Pope-Gosser China Co., Coshocton Brick Co., Coshocton Glove & Garment Co., Hunt-Crawford Corrugated Paper Co., Hay Huston Axle Co., Coshocton Ice & Cold Storage Co., Novelty Advertising Co., and others too numerous to mention.

Could we induce such shrewd business men as the heads of these mammoth manufacturing plants to use J-M Asbestos Roofing if it had not given their next-door neighbors entire satisfaction?

The business men of Coshocton, as well as in all parts of the country, have been so unanimous in adopting this ready-to-lay stone (asbestos) roofing, because we have proved to them, *as we can also prove to you*, that it affords perfect fire protection; that it contains nothing that can rot, melt, crack or deteriorate with age; and that, because of its long life and the fact that it never needs coating or repairs, *it costs less per year of service* than any other roofing.

J-M Asbestos Roofing is suitable for all types of buildings. Our nearest Branch will fill your order if your dealer does not sell it. Write today for Catalog No. 303, which tells all about the advantages of this roofing over other kinds.

H. W. JOHNS-MANVILLE CO.

Albany
Baltimore
Boston

Buffalo
Chicago
Cincinnati

Cleveland
Dallas
Detroit

Indianapolis
Kansas City
Los Angeles

ASBESTOS

Louisville
Milwaukee
Minneapolis

New Orleans
New York
Omaha

Philadelphia
Pittsburgh
San Francisco

Seattle
St. Louis
Syracuse

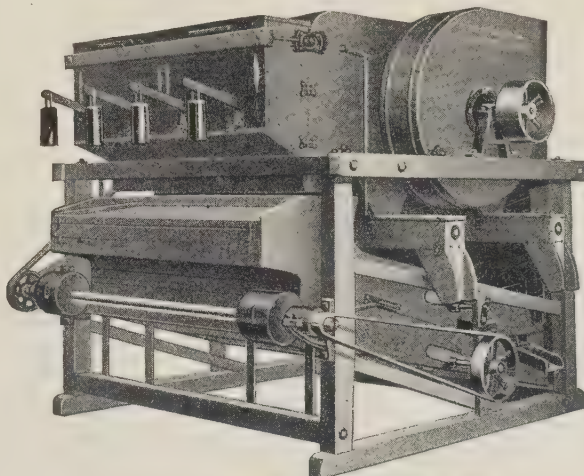
1634



"EUREKA"

Counterbalanced

Elevator Separator



HEAVY DUTY CONSTRUCTION

with
Automatic Sieve Cleaners,
Self-oiling Bearings,
Automatic Centrifugal Eccentric Oilers.

There's only one way
to make a machine
permanently popular
and that's to make it
lastingly good.

"Eureka" Cleaners were
good in the *past*; they're
good *now*, and if it's possi-
ble they'll be better in
the *future*.

THE S. HOWES COMPANY
SILVER CREEK, N.Y.

"Wanted" and "For Sale"

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

KANSAS ELEVATOR FOR SALE or trade in best wheat and corn belt in state. Address, Kansas, Box 5, Grain Dealers Journal, Chicago.

CENTRAL OHIO ELEVATOR for sale, good corn and oats country, coal trade. Sell cheap. Address, E. H. W., Box 1, Grain Dealers Journal, Chicago.

NORTHWESTERN OHIO. For sale, one of the best elevator and coal propositions in the state. Address C. O. D., Box 7, Grain Dealers Journal, Chicago.

EASTERN COLORADO, for sale, grain and coal business in good town in Arkansas Valley. Write for full particulars. Address, Arkansas, Box 3, Grain Dealers Journal, Chicago.

A MONEY-MAKING OHIO ELEVATOR for sale. Big dividends; a good living on a small investment. Will trade. Address, Money-maker, Box 2, Grain Dealers Journal, Chicago.

SOUTHERN MICHIGAN—For sale, 5,000 bu. elevator, feed mill, flour and coal business in small town; good farming section; 13 miles from Detroit on M. C. R. R. Good house and barn. Address Southern, Box 4, Grain Dealers Journal, Chicago.

UP-TO-DATE CENTRAL INDIANA elevator for sale. Capacity 25,000 bus. Shipped 140,000 bus. since July 15th. Don't answer unless you can pay \$12,000.00. Address July, Box 4, Grain Dealers Journal, Chicago, Ill.

TWO GOOD ILLINOIS ELEVATORS for sale. One is new; in same town of Parnell, Ill., on main line of I. C. R. R. Good grain point and coal business. Capacity 50,000 bus. No competition. Six-cent rate to Chicago and St. Louis. Easy payments. E. P. Armstrong, Bloomington, Ill.

OKLAHOMA ELEVATOR FOR SALE—Cribbed structure, 25,000 capacity, modern equipment, located in Corn Belt, where crops never fail. Feed, coal and flour business in connection. Price \$7,000, \$1,000 cash, balance to suit purchaser. Do not write unless you mean business. Address, Oklahoma, Box 2, Grain Dealers Journal, Chicago, Ill.

ILLINOIS ELEVATOR in best grain country, 10,000 bu. capacity; coal and implement business in connection if desired. Dwelling house to go with this. A bargain for the man wishing an elevator accessible to the Chicago and Peoria markets. One of the best territories in the State. Address, Illinois, Box 5, Grain Dealers Journal, Chicago, Ill.

ONE OF IOWA'S BEST ELEVATORS for sale, 24 bins, cribbed, with large oat house, coal sheds and corn cribs. Main line I. C. R. R., and best grain point in Central Iowa. Town of 5,000, very best of schools and churches; property alone worth the money, need money therefore will sell for \$2,500. Plenty of corn and oats left in the country to pay for the elevator this season. Elevator will trade for land at \$5,000 any time. I need money. Address, Iowa's Best, Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

COLORADO, FOR SALE—Active wholesale and retail grain business. Delightful location. Requires about \$25,000. Address, Retail, Box 5, Grain Dealers Journal, Chicago, Ill.

OKLAHOMA GRAIN, HAY AND COAL business for sale for \$6,000.00. Modern elevator, steam power. Good business, splendid territory. Address P. H. J., Box 4, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE:—A nice line to select from all the time. Let me know how much you wish to pay, and I think I can suit you. James M. Maguire, Campus, Ill.

FOR SALE IN NORTHERN IOWA—A good cribbed elevator in good repair, a good station. Ill health reason for selling. Address, Myers, 306, Flour Exchange, Minneapolis, Minn.

SAWYER, KANSAS:—12,000 bu. elevator and coal sheds situated on own grounds, good location on Englewood Branch of A. T. & S. F. Ry. Address, Farmers Elevator Co., Sawyer, Kans.

GOOD N. E. WIS. ELEVATOR for sale, with feed mill and hay shed in village of 1,500 on C. & N. W. Ry. Capacity 12,000 bus. Good retail trade. Price reasonable. For further information address Peter Ankerson, R. No. 2, Suring, Wis.

CENTRAL INDIANA—Two good elevators, on same road, adjoining towns. Fine town for manager. 250,000 bu. receipts, 2,500 tons coal. Fine flour trade. Price is right. Best reasons for selling. Better get in quick. Address, Opportunity, Box 6, Grain Dealers Journal, Chicago.

FOR SALE—Central Ohio elevator and coal yard, capacity 25,000 bus. small grain, 6,000 bus. ear corn and 300 tons of coal. Handles 100,000 bus. grain. Large retail business. Price \$8,500 cash. Good reason for selling. Address, Quick Sale, Box 12, Grain Dealers Journal, Chicago.

MUST SELL. SOUTHERN MINNESOTA, 25,000 bu. modern equipped elevator, feed mill, cleaner, car loader, 32 H.P. Fairbanks engine, 30x80 warehouse in connection. Good farming section. Price \$5,000. All in good condition. A bargain. Address, G. T. Harris, Hartland, Minn.

NORTHWESTERN OHIO:—For sale 20,000 bus., capacity. Good flour, feed and coal business in connection. On my own ground, three fifths of an acre. Centrally located. In town of 1,300 population. Must be seen to be appreciated. Address, Long Box 2, Grain Dealers Journal, Chicago, Ill.

TERMINAL ELEVATOR AT COUNCIL Bluffs, Ia., for sale, 80,000 bushels capacity, will handle 30 cars per day, electric power, two 35 and one 40 H. P. motors. One cleaner, two track scales, up-to-date equipment and in A No. 1 condition. Sheet metal covered. Address Stidnam Grain Co., Brandeis Bldg., Omaha, Nebr.

TWO CENTRAL ILLINOIS elevators for sale. Located on C. & A., and Vandalla Ry's., 25,000 and 20,000 bu. capacity. On a direct line to Chicago, St. Louis, Peoria, Decatur and Indianapolis. Both elevators doing 250,000 bus. business. Coal business in connection. Will give full information on any inquiry. Address Two Bargains, Box 8, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

NORTHERN INDIANA—For sale, 8,000 bu. elevator, large flour, cement and coal business in good town of 1,000. Price \$6,000.00 if taken soon. Address Revluc, Box 4, Grain Dealers Journal, Chicago.

LAST CALL! OHIO ELEVATOR in corn and oats territory in Northwest section, doing a fine business. Sickness reason for selling. Address, Last Call, Box 6, Grain Dealers Journal, Chicago.

CENTRAL IOWA—For sale, 35,000 bu. elevator, doing 250,000 bus. business per year; coal business 1,500 tons per year. Good competition. Must sell quick. Address, Parker, Box 6, Grain Dealers Journal, Chicago, Ill.

CENTRAL NORTH DAKOTA ELEVATOR, 45,000 bus. capacity, building almost new, big territory, town handles half million bushels annually; easy terms or will trade for land. Address, Half Million, Box 5, Grain Dealers Journal, Chicago, Ill.

FOR SALE:—Two country elevators located in Southwestern Minnesota, one in Northwestern Iowa. All situated on the C. R. I. & P. Railway, all in first-class operating condition. For full description, terms, etc., address D. R. Lane, Trustee, Davenport, Iowa.

NORTH DAKOTA ELEVATOR for sale, located on Soo Line in central No. Dakota. New plant throughout, good country to draw from. Coal in connection. Other business compels me to sell. Further particulars. Address, Elevator, Box 5, Grain Dealers Journal, Chicago.

GOOD MICHIGAN ELEVATOR for sale. Coal and feed business in connection. Located on Grand Trunk R. R. at New Hudson. Elevator capacity 5,000 bus., in excellent farming country. No competition. Handle from 15-20 cars coal per year, and a very good feed business. Good reason for selling. Price \$3,500. Address Michigan, Box 3, Grain Dealers Journal.

FAMOUS RED RIVER VALLEY, N. D.—Three elevators situated in this fertile valley, capacities ranging from 20,000 to 30,000 bus. each. Handle from 125 to 175,000 bus. each per year. Coal business in connection, good farming district, no competition. Excellent proposition, prices right, will sell together or separately. Address Box 157, Crystal, No. Dak.

15,000 BU. CENTRAL KANSAS elevator for sale, modern crib elevator, with gasoline engine, sheller, cleaner and scales. Station ships 300,000 bus. annually. One competitor. Crops equally divided between wheat and corn. Crop failures unknown. Best competition. This elevator is in better location of the two. Feed business in connection. It will pay you to investigate. Address, Cribbed, Box 1, Grain Dealers Journal, Chicago.

SOUTHWESTERN WISCONSIN.

For Sale or will Trade for Land. First-class elevator property. Located on C. & N. W. Ry., consisting of modern 12,000 bu. capacity elevator equipped with dump scales, gasoline engine, feed mill, corn sheller, two feed storage warehouses and coal shed. Also good residence property in connection if desired, good condition. Grain, feed, flour, seeds and wool business in town of 500, good schools, good farming and dairying section, and good producing zinc mines close. No competition, a splendid point. Good reasons for selling. Address James Alton, Livingston, Wis.

ELEVATORS FOR SALE.

ONLY ELEVATORS at two good Kansas wheat stations. Write J. Jacobson, Formoso, Kans.

FOR SALE—NORTHERN INDIANA, up-to-date elevator in good section. Address Rudolph V. Shakes, Plymouth, Ind.

20,000 BU. COLORADO ELEVATOR for sale. First-class, new. Address, O. K. E., Box 5, Grain Dealers Journal, Chicago.

CENTRAL ILLINOIS ELEVATORS to exchange for land. Up-to-date, located in fine business and resident town. Yearly net profit of \$6,000. What have you? Prefer Indiana or Illinois farm. Address Trade, Box 6, Grain Dealers Journal, Chicago.

NORTH DAKOTA ELEVATOR and residence, handling 125,000 bus. per year, for sale or exchange for farm near town or for another elevator; must be near school and Catholic Church. Address, Church, Box 6, Grain Dealers Journal, Chicago.

EAST CENTRAL INDIANA ELEVATOR, 50 bbl. Flour Mill and coal business. Will sell at a bargain or lease. Running, good business, fine farming and grain country, no competition nearer than 8 miles. Steam and Interurban road. All in good condition, most all new machinery. I am not a mill man, and want offer. Write for particulars. Address Box 132, Cloverdale, Ind.

OUR 20,000 BU. OKLAHOMA elevator is for sale. One 40 H. P. Fairbanks gas engine, oats clipper and cleaner, corn sheller, big corn grinder, corn meal stand, Howe hopper scales and wagon scales. Four elevator legs and 4 dumps. Large flour and feed trade. Crop outlook as good as ever; good county seat town with schools, colleges and churches. Best reason for selling. Address, Lorenz & Geis, Cordell, Okla.

GOOD ILLINOIS ELEVATOR AND GRAIN BUSINESS FOR SALE.

Owing to ill health, it is necessary for me to retire from the grain business, and I offer my elevator in the city of Edwardsville, Ill., for sale or rent. Elevator situated on the Wabash and Illinois Terminal R. R., twenty-two miles from St. Louis. Equipment consists of an excellent 20 H. P. electric motor, Western sheller and cleaner, two mills, one for grinding meal and the other for cracked corn. Have been in business here for past 28 years, and have good retail and wholesale trade.

My foreman has been with me continuously for the past 13 years, and for honesty, industry and capability has no superior. His services can be obtained. Come and see me, and be convinced. It will be to your interest to locate here. Address, E. J. Jeffress, Edwardsville, Ill.

BUSINESS OPPORTUNITIES.

I WANT TO BORROW for two or three years \$4,500 on elevator that cost \$10,000, insured for \$6,000. Address, Box 257, Chickasha, Okla.

VALUABLE PATENT FOR SALE.

A new improvement in grain distributing spout, requires less than one minute to remove any obstacles, grain buckets, or other foreign matters that may lodge in said spout and stop the passage of the grain. Not having the facilities to manufacture and place on the market, will sell outright. Correspondence solicited. A. W. Erickson, Hawick, Minn.

OFFICE SUPPLIES.

REMINGTON VISIBLE TYPEWRITER, brand new, for sale cheap. Does excellent writing. Could send on trial. Miss Bertha G. Merdis, Route 5, Rosedale, Kans.

FERRETS.

2,000 FERRETS—Prices and book mailed free. N. A. Knapp, Rochester, Ohio.

FERRETS FOR SALE—Ever ready rat exterminators. Write for catalog, it is free. Address Keefer Bros., Greenwich, O.

ELEVATORS WANTED.

110 ACRES MISSOURI, good productive farm land, good improvements, to exchange for Illinois elevator. Address, Farm, Box 6, Grain Dealers Journal, Chicago.

WILL TRADE 480 ACRES of Nebraska land for elevators in eastern So. Dak. or southwestern Minn. Address, N. P. B., Box 5, Grain Dealers Journal, Chicago.

GOOD QUARTER SECTION of South Dakota land to trade for good elevator in either North or South Dakota. Address, Clark County Bank, Naples, So. Dak.

WANTED TO BUY—Old elevators, factories, mills and other buildings of size for wrecking purpose. Write us what you have. La Crosse Wrecking & Lumber Co., La Crosse, Wis.

ON PENN. R. R. IN OHIO OR INDIANA—Elevator wanted handling from 150 to 200 cars of mostly corn and oats. No side lines except coal. Price must be right and good competition. Address Penn, Box 3, Grain Dealers Journal, Chicago.

WANTED TO BUY ELEVATOR handling not less than two hundred thousand bushels of corn and oats annually, located in good corn and oats territory of Indiana. Address, Buyer, Box 6, Grain Dealers Journal, Chicago, Ill.

WE WANT YOUR ELEVATOR advertised in the "Elevators For Sale" columns of the Grain Dealers Journal, Chicago. We have sold elevators for others, let us serve you in a like manner. Send trial order today.

MILLS FOR SALE.

A \$11,000 FLOUR MILL at less than \$6,000 on terms. H. E. Poseley, Stewart, Minn.

FOR SALE—75 bbl. mill and 8,000 bu. elevator in Northwestern Ohio. Located in good corn and wheat section; excellent market for clover seed. Good trade the year round. Poor health reason for selling. Box 39, Weston, Ohio.

TEXAS MILL AND ELEVATOR FOR SALE OR TRADE.

One fifty barrel capacity flour and grist mill and elevator building, completely equipped, and consisting of:

One 3½ story mill building 28x48 ft., with concrete foundation.

One 6 room bungalow residence.

Both of the above mentioned buildings are situated on six lots of 50x140 ft., each located in town of Knox City, in Knox Co., Texas.

Said mill is equipped with all of the machinery and equipment, engines, boilers, shake-feeds, elevators, fans, sifters, etc., necessary to its operation; a complete list of which will be furnished on application to the undersigned.

Under favorable wheather conditions this mill is located in one of the finest wheat producing sections of Texas, and under intelligent management should prove a good paying proposition. This mill was closed down owing to legal controversies which forced it into the hands of a receiver and resulted in the ownership by the undersigned.

We will be glad to sell at a very low price, or trade for good, well improved lands or city property. For further information address Wm. Cameron & Co., Incorporated, Waco, Texas.

INFORMATION.

McPHAIL, C. C. Formerly of Atlanta, Ga., Present address wanted. Address, E. E. S., Box 3, Grain Dealers Journal, Chicago.

HELP WANTED.

COMPETENT HELP WANTED everywhere. Everywhere competent help read the "Help Wanted" columns of the Grain Dealers Journal, Chicago, in finding satisfactory situations.

WANTED, FOR A LARGE TERMINAL house, a first-class superintendent, who is also a good judge of grain. All replies will be held confidential. Address, Toledo, Box 6, Grain Dealers Journal, Chicago.

SITUATIONS WANTED.

WANTED, SITUATION as manager of an elevator or line of elevators. Have had 13 years experience in the elevator business. Address, Albert, Box 6, Grain Dealers Journal, Chicago, Ill.

WANTED, POSITION as grain buyer or traveling solicitor for good grain firm. References, present employer and banks. Address, Traveler, Grain Dealers Journal, Chicago.

WANTED—A POSITION as grain buyer at country station. Eleven years' experience in handling all kinds of grain and seeds. Can operate a steam or gasoline plant. Address W. H., Box 4, Grain Dealers Journal, Chicago, Ill.

WANTED, A JOB as elevator manager and bookkeeper. Eight years experience in the grain and implement business. Good mechanic and expert gas engine man. Good references. L. Smiddy, Lacrosse, Ill.

POSITION WANTED as traveling solicitor or manager of good elevator co. Experienced. Ask for interview. Address, Solicitor, Box 1, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager of elevator or string of elevators. Have had 21 years experience in grain business and general merchandising. Best of references. Address W. E. Shell, Longview, Ill.

WANTED:—Position as manager of country elevator in Kansas or Oklahoma. Have had five years' experience, and can give good references. Address, H. C. Martin, Chase, Kans.

WANTED, POSITION AS MANAGER of country elevator or line of elevators. At present employed; best of references from present employers, also banks. Nine years experience. Address, T. S., Box 6, Grain Dealers Journal, Chicago.

EXPERIENCED ELEVATOR MANAGER wants position as manager of one or more elevators. Buying, selling, office and elevator experience, railroad and mercantile training, age 33, married. Clean record and convincing references. Address, Mgr., Box 2, Grain Dealers Journal, Chicago.

COMPETENT ELEVATOR MANAGERS, operators and grain buyers can quickly secure positions to their liking thru an insertion of an advertisement in the "Situations Wanted" columns of the Grain Dealers Journal, Chicago.

PROPOSALS.

PROPOSALS FOR WOOD, FORAGE, ETC.—Chief Quartermaster's Office, Federal Building, Chicago, Ill., March 25, 1913. —Sealed proposals will be received here until 11 a. m., April 25, 1913, for furnishing supplies mentioned at posts in Central Department during fiscal year commencing July 1, 1913. Information furnished upon application.—Col. A. L. SMITH, C. Q. M.

GOVERNORS ISLAND, N. Y. H., Mar. 15, 1913.—Sealed proposals, in triplicate, for furnishing Fuel, Gasoline, Mineral Oil, and Forage and Straw (three months' and a year's supply) required in Eastern Department, during year commencing July 1, 1913, will be received here until 10 a. m., April 15, 1913. Information furnished on application to Chief Quartermaster.

MACHINES FOR SALE.

STYLE "T" NO. 1 SCIENTIFIC Crusher and grinder for sale. Good as new. Price \$35.00 G. W. L. Detrich, Bloomington, Ind.

ALL KINDS OF ELEVATOR MACHINERY for sale, finds many ready buyers, if inserted in the "Machines For Sale" columns of the Grain Dealers Journal, Chicago.

ONE NO. 3 CORN SHELLER, fan discharge, 5,600 bus. per hour capacity. One 25 H. P. St. Marys Gasoline Engine, run 10 months. Address, A. H. Richner, Crawfordville, Ind.

FOR SALE—One Sonander Automatic Scale, one Monarch Cracked Corn Cleaner, both new, having been used only 90 days. One gasoline engine, also office furniture, consisting of one flat top desk, one roll top typewriter desk, one Universal adding machine, one sectional filing cabinet, one straight filing cabinet, Eureka letter files, loose leaf files. For further information, address Ohio, Box 6, Grain Dealers Journal, Chicago, Ill.

SACRIFICE SALE NOW ON.
ALL MAKES AND SIZES OF ATTRITION MILLS.

18" and 24" Robinson\$100 and \$125
26" and 24" Unique\$110 and \$125
16" and 18" Monarch\$ 90 and \$100
20" and 24" Monarch\$110 and \$125
26" Foos and Monarch\$150 each
36" Foos and others\$205
18" Munson Single Head\$ 75
18" Halstead & 22" American\$100 and \$120
All the above mills completely remodeled, and reconstructed. Guaranteed to be in as near a new condition as second-hand machines can be made. Also full line of Roller Mills, Separators, Reels, Roller Feed Mills, Shellers, Buhr Mills, Corn Crushers and crackers. Write us for catalog today. Give us a chance on all your requirements, new or second-hand.

SPROUT, WALDRON & COMPANY,
9 So. Clinton St., Chicago, Ill.

FLOUR MILL, FEED MILL AND ELEVATOR MACHINERY AND SUPPLIES.

The largest Stock of Overhauled and reconstructed Machinery in the World.
Roller Feed Mills:—9x18 Barnard & Leas, 9x18 Dawson, 9x24 "Noye", 9x24 Acme, 9x24 Nordyke & Marmon, 9x30 Wolf, all three pair high; 7x14 Hutchison; and 9x18 Allis two pair high; one No. 0 and one No. 1 Willford three roll high, and many others listed in our Bargain Book.

Write for one—Mailed on request.
Corn and Cob Crushers:—No. 1 Richmond, No. 14 Economy, No. 5 and No. 6 Excel, Foos Scientific Mills, No. 2 "Triumph", one "Horton", one No. 2 Acme, one No. 7 Sullivan, etc.

Corn Shellers:—No. 0 and one No. 1 Victor corn shellers cleaners combined, one No. 2, one No. 2½ and one No. 4 Western Warehouse Cornshellers, one No. 2 and one No. 2½ Western Rolling Screen Corn Cleaners; one No. 1, one No. 2 and one No. 4 Victor Corn Shellers.

Attrition Feed Grinding Mills:—24 inch "Robinson", 16, 20 and 24-inch "Monarch"; 24 inch "Modern Special"; 30 inch "American"; 16, 19 and 24 inch Foos; 24 inch "Unique", 16 inch and 18 inch American Special.

Single Roller Mills:—9x24 "Noye"; 9x18 "Odell"; 9x12 "Case"; 12x24 "Stevens"; 10 x24 and 12x24 "Downtown."

Double Roller Mills:—All Sizes and Makes.

Separators, Oat Clippers, Scourers, Dust Collectors, and Everything for Flour Mills, Feed Mills and Elevators.

Elevator Belts with Buckets Attached, at Extremely Low Prices—in either Cotton, Rubber or Canvas—Stitched Belt with "Salem" Steel Grain or Steel Corn Buckets Attached.

Write for "Gump's Bargain" Book, giving complete list of all Machinery, Belting, Pulleys, Shafting, Elevator Belting, Buckets, etc., with Net Prices. Mailed Free on Request.

Est. 1872. Inc. 1901.
B. F. GUMP CO.,
431-437 So. Clinton St.,
Chicago, Illinois.

MACHINES FOR SALE.

LARGE SAFE in excellent condition. Will sell at a sacrifice if taken at once. James McCarthy, Hartwick, Ia.

ONE BOSS CAR LOADER NO. 14 for sale. Has only loaded two cars. Our engine too small to handle same. Address, The Farmers Federation, Inc., Cherokee, Okla.

FOSSTON "NEW PROCESS" CLEANER No. 66, equipped to clean all grains, brand new, used only two months. Will sell at a bargain. Reason for selling, not enough room on working floor. Address Cleaner, Box 5, Grain Dealers Journal, Chicago.

I HAVE JUST THE MACHINE you are looking for. I have installed one of larger capacity or power, and have no further use for old one. It is in fine condition, and I will sell for an extremely low price. I am one of the 6,000 readers reading the "Machines Wanted" columns of the Grain Dealers Journal, Chicago.

One 25 H. P. Alamo Gasoline Engine, good as new—\$350.

One 15 H. P. Foos, good condition—\$250.

One 8 H. P. Fields, new—\$175.

One 6 H. P. Havana, new—\$155.

One New National Automatic Scale—\$185.

One 60 H. P. Buckeye Gas Producer Plant, used less than two years—\$500.

One 18x48 Corliss Steam Engine—\$1,000.

One Smith Concrete Mixer, Steam Engine and Boiler mounted with Automatic Loader—\$395.

H. GROSS MACHINERY EXCHANGE
Steam Boilers of All Sizes. Omaha, Neb.

MACHINES WANTED.

TO PURCHASE FOR CASH used Cutler No. 2 Dryer. Give condition. J. H. Rhodes & Co., Chicago.

CLEANING MACHINE WANTED, either Monitor or one equally as good. Capacity from 1,000 to 2,000 bushels per hour. Langenberg Bros. & Co., St. Louis, Mo.

WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

BUILDING MATERIAL.

BARGAINS IN ALL KINDS of new and used Lumber, Doors, Windows, Ready Roofing, etc. Timbers, \$8 per 1,000 ft., and up. Sheeting, \$8 per 1,000 ft., and up. Doors, 25c and up. Ruel Lumber Co., 7337 Stony Island Ave., Chicago.

STEAM ENGINES, BOILERS.

ONE 25-H. P. ATLAS STEAM ENGINE for sale and a 30-H.P. Erie Boiler. Western Pittless Sheller. Address, F. A. Olive, Amoret, Mo.

SECOND-HAND BAGS AND BURLAP.

WANTED:—BURLAP BAGS, all sizes of heavy bags for grain. Send samples and prices to The Raymond P. Lipe Co., Toledo, Ohio.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags, Burlap, Cotton Sheeting, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago.

ELEVATOR BROKERS.

JOHN A. RICE

Exclusive Elevator Broker, Frankfort, Ind. Over 1200 listed, have sold 138. Charge seller 2%. Get buyers the best their money can buy. Every one prospers. Strictly reliable work.

GASOLINE ENGINES.

10 HORSE POWER Gasoline Engine for sale—sample, never been used. Half price. Ft. Wayne Oil & Sup. Co., Ft. Wayne, Ind.

FOR SALE—25 H. P. Fairbanks make Gas Engine, in absolutely first class running condition. The Cois. Die, Tool & Mach. Co., Columbus, Ohio.

ONE 15 H. P. Lewis Gasoline Engine for sale, good as new, \$125.00. Address, Journal, Box 5, Grain Dealers Journal, Chicago, Ill.

FINE 25 H.P. COLUMBUS-BROWN gasoline engine in first-class condition and fully equipped, \$285.00. Badger Motor Co., Milwaukee, Wis.

FAIRBANKS-MORSE Gasoline Engine, 40 H. P., in first-class running order, fully equipped, for sale at \$300.00, f. o. b., cars East St. Louis. Langenberg Bros. & Co., St. Louis, Mo.

ANY KIND, ANY SIZE, ANY PRICE, string of elevators or elevator, by former advertised in the "Gasoline Engines" columns of the Grain Dealers Journal, Chicago, finds many ready buyers. Try it.

GASOLINE ENGINE FOR \$100.

25 H. P. St. Mary's Gasoline Engine, complete. In fair running order, being used daily, but to be replaced by electricity. Goodrich Bros. H. & G. Co., Winchester, Ind.

50 H. P. GAS PRODUCER POWER PLANT, Fairbanks-Morse make, first-class condition. The most economical power for mills and elevators. The producer is over-size and ensures steady and efficient running at all times. Burns hard coal screenings. Have no further use for it and will sell it cheap. Can be seen running. Address, C. E. Dingwall Co., Milwaukee, Wis.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22. H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

SCALES FOR SALE.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

SECOND-HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" columns of the Grain Dealers Journal, Chicago.

Hand Scoops for Cobs.

Give one of our hand cob-scoops to each of your customers, and it will increase the demand. These scoops are to take the cobs from the basket and put into the stove, removing all objections and broken cobs; also good for feed, coal, etc.

Hand made of galvanized steel, and will last for years. In lots of 100 or more with your advertisement, 52c each. Sample scoop by mail, 65c.

We have also solved the problem of separating the shucks from the cobs, and will send blue prints for \$2.50. It is a success. Our own designs, from over 24 years' experience in the grain business.

PERRY FRAZIER, Chapman, Kans.

SEEDS FOR SALE—WANTED

DIRECTORY OF THE GRASS SEED TRADE

ARCHBOLD, OHIO.

Hirsch, Henry, all kinds grass and field seeds.

BALTIMORE, MD.

Buffington & Co., John J., whse. seed merchants.

BAMFORD, PA.

Hoffman, A. H., carlots or less seed wheat.

BUFFALO, N. Y.

Whitney-Eckstein Seed Co., seeds.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds.

Illinois Seed Co., The, grass and field seeds.

CINCINNATI, O.

McCullough's Sons Co., J. M., seeds.

LOUISVILLE, KY.

Louisville Seed Co., grass seed dealer.

Ross Seed Co., field seeds, exporters.

MILWAUKEE, WIS.

Courteen, S. G., field seeds.

Rosenberg & Lieberman, alfalfa, clover, etc.

MINNEAPOLIS, MINN.

Minneapolis Seed Co., field seeds.

MITCHELL, S. D.

Dakota Improved Seed Co., millet, seed-corn.

NEW YORK, N. Y.

Liefmann's, Hamburg, rep. I. L. Radwaner, field s&c.

Loewith, Larson & Co., clover, grass, field seeds.

TOLEDO, O.

The Toledo Field Seed Co., clover, timothy.

TORONTO, ONT.

Steele, Briggs Seeds Co., Ltd., field seeds.

We have a choice lot of Pure Bred Reids Yellow Dent, Silvermine, Leaming and Johnson County White Dent Seed Corn, grown on our own farm. Can furnish in large or small lots. Write us for prices.
McGREER BROS. COBURG, IOWA

We Buy and Sell

Wheat Screenings, Cane seed, Salvage Wheat, Kaffir Corn. Write or wire for prices.

HENRY LICHTIG GRAIN CO., Kansas City, Mo.

NORTHERN GROWN SEED CORN



Cured in largest kiln drying plant in the Northwest.

All varieties of Dent, Flint and Southern Grown Seed Corn.

Grain and Grass Seed

Write for Catalog and prices today

N. J. Olsen Co.

Moorhead, Minn.

Red River Valley Seed House



GRAIN WANTED.

WANTED—YELLOW EAR CORN. C. T. Hamilton, New Castle, Pa.

WANTED—Off grade and salvage wheat and corn of every description. I make a specialty of it. C. C. Lewis, Chamber of Commerce, Buffalo, N. Y.

CHICKEN GRAIN WANTED—Mail samples and quote car lots off grade wheat, rye, barley, millet, kaffir, milo and cane seed. Stratton & Russell, Wholesale Grain & Commission, Memphis, Tenn.

MR. MILLER—DO YOU WANT PURE virgin wheat, right from the country? Then make your want known thru an advertisement in the "Grain Wanted" columns of the Grain Dealers Journal. Over 6,000 country shippers can satisfy your want.

HAY WANTED.

WANTED—100 Cars Oat Straw. C. T. Hamilton, New Castle, Pa.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong, Milwaukee, Wis.

HAY & STRAW WANTED—Correspond with us. T. D. Randall & Co., Suite 65-68, 234-236 S. La Salle St., Chicago, Ill.

SEED CORN FREE

or big commission paid you on my high testing Reid's dent Seed Corn you to distribute my advertising post cards.

Elmdale Farm Route 4 Carthage, Ill.

HOME GROWN Farm, Field and Garden SEEDS THAT GROW

All our Seed Corn grown on our farm and carefully TESTED for germination. Get our prices on Clover, Timothy and Alfalfa Seed before you buy. Send a Dollar Bill for our Big Collection of Garden Seeds.
THE SUMMERS' SEED HOUSE, Malvern, Iowa

SEEDS

Grain, Clover and Grass Seeds,

CHAS. E. PRUNTY,

7, 9 and 11 South Main St. SAINT LOUIS

Have 10,000 Bu. CHICKEN FEED WHEAT on hand

Wire or Write for Samples and Prices

HUHN ELEVATOR COMPANY

Chamber of Commerce, MINNEAPOLIS, MINN

KEEP POSTED.

GRAIN DEALERS JOURNAL

La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty cents for one year.

Name of firm.....

Capacity of Elevator.....

Post Office.....

.....bus.

State.....

SEEDS FOR SALE.

GOOD CLEAN TIMOTHY SEED for sale, grown Northern Illinois. Write for sample and price. Holcomb-Dutton Lumber Co., Sycamore, Ill.

SEEDS WANTED.

WANTED FOR SEED PURPOSES—Teosinte, Feterita and White Maize. Also want several cars of good heavy ear corn. Miller Grain & Seed Co., Carlton, Texas.

GRAIN FOR SALE.

KAFFIR CORN—We are contracting sales on new crop now. Get our prices. F. G. Olson, Mgr. Grain Dept., O. W. Cox, Woodward, Okla.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

MISCELLANEOUS.

BALED CORN HUSKS WANTED. Send price, size of bales and particulars. C. T. Hamilton, New Castle, Pa.

Choice Wisconsin Clover and Timothy Seed
Samples and prices sent on request.

JOHN J. BLACK

Elevator and Seed House

DURAND - - - WISCONSIN

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

BRIGHT, PLUMP, DRY FARM grown Alfalfa Seed. Write for samples and prices. Porter-Walton Co., Salt Lake City, Utah.

FOR SALE—Soja or Soy Beans, Clay or Black Peas also White Flint Corn for exporting purposes. T. S. Burrus, Fairfield, N. C.

TESTED SEED CORN FOR SALE—Johnson Co., white; Johnson Co., yellow, and Reid's yellow dent. Samples on request. B. F. Cole, Trafalgar, Ind.

RED AND MAMMOTH CLOVER SEED FOR SALE. WHIPPOORWILL AND NEW ERA COW PEAS. HORNER ELEVATOR & MILL CO., LAWRENCEVILLE, ILL.

SEED CORN FREE or for part cash. You simply distribute my advertising cards. Fine high-testing Reid's Dent. Elmdale Farm, Route 4, Carthage, Ill.

SEED BARLEY—Silver Monarch seed barley, recleaned and graded, \$1.20 per bu., sacks free. Send stamp for sample. I. R. HARLAND, Route 1, New Market, Iowa.

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SEED CORN AND OATS that grow. The best and most bushels per acre. Germination test perfect. First premium Illinois State Corn Show. Write for illustrated Catalog, free. Evergreen Seed Farm, Sidney, Ill.

STONE'S SOYBEANS and field and ensilage corn fill either granary or silo with balanced rations. Don't buy protein and nitrogen. Grow them. Illustrated catalog free. Wm. McD. Stone, Soybean and Corn Specialist, Atwater, Ohio.

KENTUCKY BLUE GRASS SEED For Sale in any quantity. Our new cleaner is placing the highest quality of seed ever sold on the market. A sample mailed you will prove our guarantee. Write at once. Central Kentucky Blue Grass Seed Co., Lexington, Ky.

SEED BARLEY FOR SALE—Wisconsin Pedigree No. 5. 500 bus. recleaned and graded. Yields from 10 to 15 bushels per acre more than ordinary barley. Vigorous grower, strong straw. Price in 10 bu. lots or over in sacks F. O. B. Davenport, \$1.50 per bu., \$1.25 per bu. in 100 bu. lots. BRUCE T. SEAMAN, R. F. D. 7, Box 33, Davenport, Iowa.

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SEEDS FOR SALE—1,000 sacks imported White Field Peas, Spot, N. Y. Write for prices, carlots or less. G. S. Mann, Postal Tele. Bldg., Chicago.

GERMAN MILLET is our specialty and we are now in a position to offer in large or small quantities. Correspondence solicited. D. H. Clark, Galt, Mo.

109 BUS. PER ACRE

Young's High Yielding Johnson Co. White Corn. Seed picked from this high yielding corn guaranteed to grow. Send today for circular. W. C. Young, Fancy Prairie, Ill.

SEED CORN.

Early Picked Johnson Co. White and Reid's Yellow Dent. Tested 99%. Large, firm, deep-grained ears. In the ear, butted and tipped, \$2.75 per bu., shelled \$2.25 per bu. Shady Lane Stock Farm, Jerseyville, Ill.

SCHAUER'S If you are needing Pure, **SEED** High Grade Seed Corn write **CORN** us. We are Specialists. We do all our own Breeding and Growing. Tests show from 98½ to 100% germination. Catalog Free.

SCHAUER SEED CO. OSBORN, OHIO.

SEED MERCHANT

Grower of Spanish Canaryseed

Importer of

Hemp, Rape, Niger, Millet Seed, and Cattle Fish Bone

And BIRD SEEDS OF ALL KINDS

Cleaned by Patent Machinery.

Will be very pleased to submit samples.

Head Office:

JOHN MACQUEEN, 33 Brown St., GLASGOW

Can You Offer

Cane - Millet - Clover - Pop Corn

Send Samples

J. G. Peppard Seed Co.

Kansas City, Mo.

WESTERN SEED & IRRIGATION CO.

Wholesale Seed Growers and Dealers

Sweet, Flint and Dent Field Corn

Write or wire for prices for prompt shipment, or contract order for shipment next winter.

FREMONT - NEBRASKA

THE MANGELSDORF BROS. CO.

Atchison, Kansas

Wholesale Seedsmen

Millet, Kane, Kaffir Corn, Alfalfa, Seed Corn, Ky. Bluegrass, Bermuda Grass, Meadow Fescue, Sweet Clover.



Largest Dealers of

Alfalfa Seed

in the World

Wisconsin Grown, Medium and Alsike Clover, also Timothy.

ROSENBERG & LIEBERMAN

Founded 1860

MILWAUKEE, WIS.

WM. G. SCARLETT & CO.

Grass and Field Seeds
Poultry and Pigeon Feeds

Buyers and Sellers Will
Please Correspond With Us.

729-735 E. Pratt St. 205-213 E. Falls Av.

BALTIMORE, MD.



Timothy—Red Clover—Alsike—
Alfalfa—White Clover—Crimson
Clover—Canada Bluegrass—Ken-
tucky Bluegrass—Redtop—Millets
—Lawn Seed—Orchard Grass—
Seed Grains—Peas—Popcorn, etc.

Whitney-Eckstein Seed Co.

BUFFALO, N. Y.

Correspondence Solicited



ESTABLISHED 1877

COW PEAS

Car lots and less. Car Black Eyes for table use (or planting) at a very nice price; Whippoorwills, Clays, Unknowns, etc., any quantity. Address us either office.

PITTMAN & HARRISON COMPANY

SHERMAN, TEXAS

CLAREMORE, OKLA.

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

SEEDS FOR SALE:—Recleaned red clover, timothy and red top seeds. Low prices. Write for samples and prices. J. M. Schultz, Teutopolis, Ill.

EARLY SEED CORN

Suitable for Northern States, also late kinds and ensilage corn, oats barley, millet, Hungarian, alfalfa, timothy, soy beans, cow peas, broom corn. Prices on application. MIAMI VALLEY SEED CO., New Carlisle, O.

REID'S YELLOW DENT SEED CORN, Great Dakota White Oats, and Black Victor Oats. Send for samples and circular. Address, J. E. Wilson, Wingate, Indiana. Reference: State Experiment Station. Won 1st priz Indiana Grain Dealers Show.

DIRECT IMPORTERS

SUNFLOWER SEED

Beans, Mustard, Hempseed, Etc.

From All Parts of the World

HURT-CAIN COMPANY

Incorporated

New Orleans, La. Memphis, Tenn.

THE ILLINOIS SEED CO., Chicago, Ill.

WE BUY AND SELL

TIMOTHY, RED, WHITE, ALSYKE AND ALFALFA CLOVERS, RED TOP, MILLETS BLUE GRASS, SEED GRAIN.

Ask for Prices. Mail Samples for Bids.

SEEDS FOR SALE.

SEED CORN, OATS AND BARLEY. Car lots or less, samples free. ALLEN JOSLIN, Holstein, Ia.

ALFALFA SEED AND SWEET CLOVER seed, finest quality. Write for samples. Sevier Valley Merc. Co., Salina, Utah.

TIMOTHY SEED:—Regenerated Swedish select oats and Bryan's Early Favorite Corn; circular free. Daniel Bryan, Portland, Ind.

NEW CROP HOME GROWN TIMOTHY, RED CLOVER (MEDIUM OR MAMMOTH) AND ALSIKE SEED, raised in the banner field district of the United States. It's the quality your competitor would like to have. Value compares with quality. Write for samples and prices. Five bag lots to carloads. Address The Sneath-Cunningham Co., Tiffin, Ohio.

SEEDS—Clover Seed

with purity test as per your state requirements. Samples mailed—with delivered prices.

O. GANDY & CO., South Whitley, Ind.

EARLY SEED CORN

Dakota Grown and the best kinds known for the Northern territory. Write for our special offer to Grain Dealers.

L. N. CRILL SEED COMPANY
ELK POINT, S. DAK.

SEEDS FOR SALE.

ALFALFA SEED grown in Utah and Idaho. Highest grades. Also Red Clover and Timothy seed. Write us. C. A. Smurthwaite Grain & Milling Co., Salt Lake City, Utah.

CANE AND MILLET IN CARLOTS.

Samples and prices on application.

RUDY-PATRICK SEED CO.

1306-1308 West Eighth St.

Kansas City, Mo.

SEED CORN—B. Co. White, J. Co. White, R. Y. Dent, Leaming. Crated \$2.50. Shelled \$2. Stored and dried in modern seed house and thoroughly tested. Shipped on approval. Regenerated Swedish Select Oats. Catalog free. Oaklawn Seed Farm, Chatham, Ill.

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio

FOR SALE

Choice Wisconsin grown Clover Seed

SAMPLES UPON REQUEST

Pfeiffer Lumber Co.

DURAND, WIS.

Seed Dept.

Mr. Kar-Lot

Kaffir Korn Konsumer

Do you receive our quotations?

If not, write today.

Tomlin Grain Co.

Board of Trade

Kansas City, Missouri

Buyers and Distributors Kaffir Korn and Milo Maize.

Cowpeas, all varieties, Whippoorwill Peas, Velvet Beans, Soy Beans, Cotton Seed Meal.

Write for prices and samples

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Timothy
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If you have Seeds to sell, send us samples.

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Minneapolis Seed Company

Minneapolis, Minn.

SEEDS

OUR SPECIALTY IS TIMOTHY

Send Samples for Prices

THE INVINCIBLE Combination Scourer, Clipper and Cleaner

*Two machines in one at
about the one cost*

The best way to treat oats is to put them through this wonderful machine—it cleans, scours or clips, or all three on one operation.

To operate as a cleaner only a "carry-by-spout" is used, which brings into play the shaking shoe and screen action, as well as the air separation in the first and second separating trunks, making of this machine practically a receiving separator.

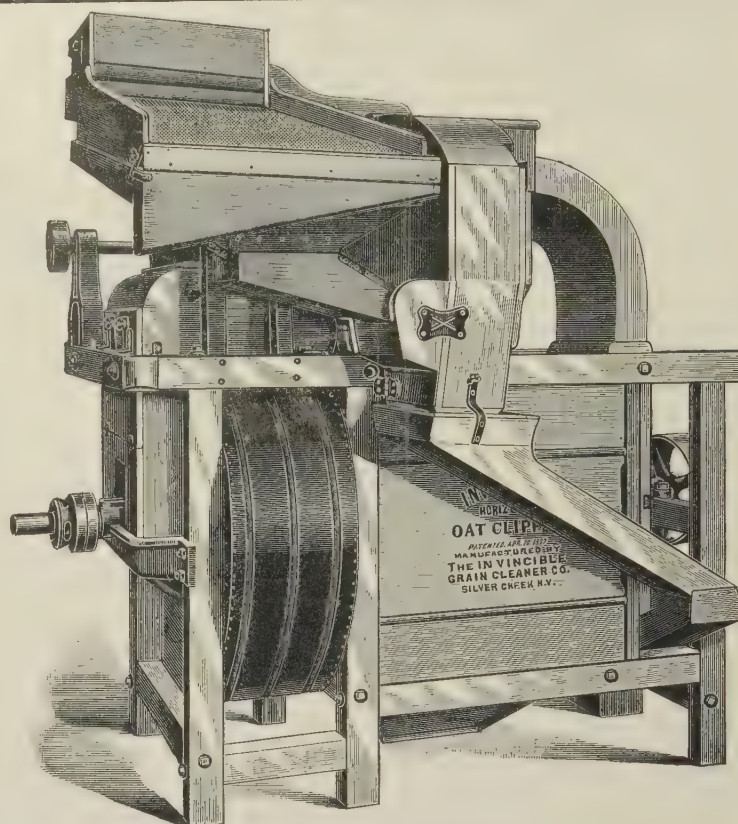
When used as a scourer or clipper the "carry-by-spout" is removed and the regular feed spout leading to the cylinder is inserted. This change is easily and quickly made.

For particulars and other information
write nearest office.

Invincible Grain Cleaner Co.
SILVER CREEK, N. Y.

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C. L. HOGLE, 622 Board of Trade, Indianapolis, Ind.
C. WILKINSON, 6027 Chestnut St., Philadelphia, Pa.
CHAS. H. STERLING, Jefferson House, Toledo, Ohio

SPECIAL SALES AGENTS: BUCKLEY BROS., Louisville, Ky.,



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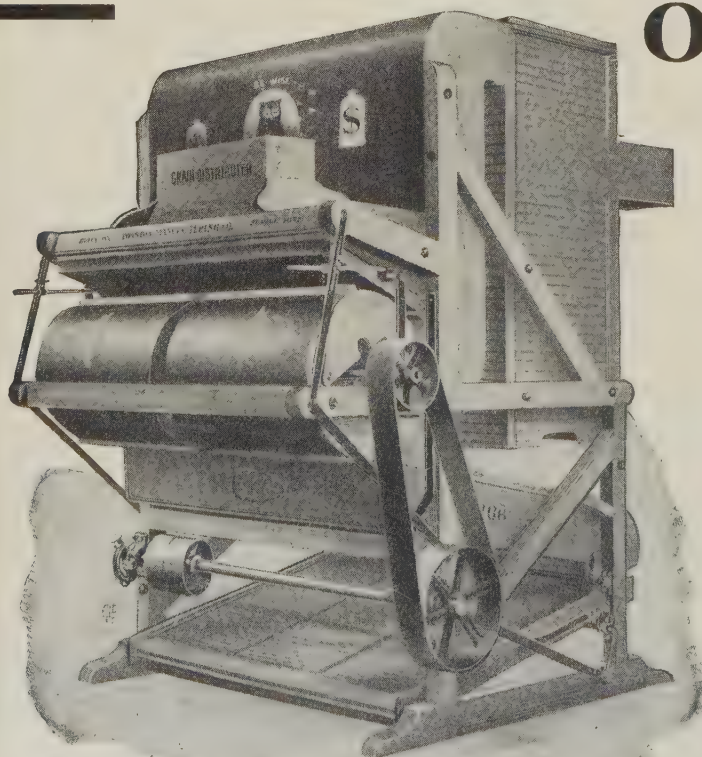
F. J. MURPHY, 234 Exchange Bldg., Kansas, City, Mo.

F. E. KINGSBURY, Terminal Hotel, St. Louis, Mo.

J. J. CROFUT & CO., 612 McKay Bldg., Portland, Ore

STRONG-SCOTT MFG. CO., Minneapolis, Minn.

"We Got One Cent Over the Market On This Durum,"



writes the Atwood-Larson Company to the Farmers' Elevator Co., of Lonetree, N. D. They further state they have never seen better wheat than that shipped them by the Lonetree Company.

This particular Durum, as well as all the grain shipped by the Lonetree Farmers' Elevator was cleaned on the

NEW PROCESS Grain Cleaner & Separator

Now we are willing to ship the "New Process" to anyone interested in a cleaner on 30 days' trial and guarantee that it will separate and clean the most difficult mixture of grains better for commercial purposes than any other cleaner on the market. We will further include with our regular equipment our

Special Seed Grain Equipment FREE

Let us hear from you on this proposition. You don't take any chances, and if you are looking for the best, you should send for our catalogue and learn particulars and prices.

Fosston Manufacturing Co.,
Merriam Park, (St. Paul) Minn.

GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month

by the

Grain Dealers Company

315 S. La Salle Street, Chicago, Ill.

CHARLES S. CLARK, Manager

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To United States, Canada and Mexico one year \$1.50; two years \$2.50; one copy 10 cents.
To Foreign Countries within the Postal Union, prepaid, one year \$2.50; two years \$4.00.
A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING

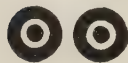
value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., MARCH 25, 1913

WHEN you see a car leaking grain in transit confer a favor on your brother shipper by reporting the particulars to the Journal.

THE CROP KILLERS have been so much at a loss for some excuse to kill off part of the winter wheat that they may be expected to credit the wind storm of last Sunday with blowing everything out by the roots.

SO MANY elevators are full of winter shelled corn, because of the inability of the shippers to obtain cars when wanted, considerable grief is likely to be experienced, notwithstanding much of the corn is of better quality than usual.

PATERNALISM will be given another boost at the National Conference on Marketing and Farm Credits which will be held in Chicago Apr. 8, 9 and 10. The loafers and the incompetent are anxious to have the Government undertake all difficult tasks and these campaigns are generally agitated by shrewd promoters looking for a job. If the Government ever establishes a National Bureau of Markets for Farm Products the farmers will have a chance to learn how slow and inefficient Government is when it attempts to serve.

RECENT RAINS and bountiful snows over the southwest and northwest has brought consternation to the hopes of the crop killers. At present all sections will start the spring with a bountiful supply of moisture.

ERRORS in freight bills are detected so frequently by the traffic experts of the implement dealers' associations, it seems evident many similar errors could be found in the freight bills of grain shippers if they were submitted to a competent rate clerk charged with looking out for shippers' interests.

A DEFECTIVE FLUE started a fire recently which robbed a Kansas grain office of its roof, did \$100 damage, and came very near making away with an elevator full of grain. If grain men would inspect flues of office chimneys occasionally, some of these fires would be prevented and probably some elevators would be saved from destruction.

ONE OF the great advantages of having the elevator office some distance from the elevator is brought to light by a Minnesota law-suit involving the disposition of grain which could not be traced, because of the complete destruction of all records relating to the business. Had the office been some distance from the elevator, the records would have been saved and the operators would have definite knowledge of the standing of their business.

THE END of the Remsen pure food board is predicted in the reports from Washington, the purpose being to turn its work over to officials of the Bureau of Chemistry. The Board has prevented much injustice being done in the name of the Government. To turn the work of these five eminent scientists over to the Bureau of Chemistry would be like referring all important decisions of the manager of any institution to the office boy for confirmation. If the politicians believe the people will stand for such autocratic methods, a surprise is in store for them.

THE ARSON conspirators have robbed so many fire insurance companies the wonder is every state and every large city has not long since enacted a law, providing for the appointment of a fire marshal and a vigilant investigation of the cause of every fire. Indiana is one of the states which has lately enacted a fire marshal law, and it is designed to protect the insurance companies, and indirectly their policy holders, from robbery through the means of incendiarism. Every fire increases the rate of insurance so that those who do not have a fire must pay the enormous losses due to carelessness and viciousness. When arson is a thing of the past, all fire insurance will be obtainable at much lower rates.

THE GRAIN elevator man who thoroughly cleans the farmer's seed grain gets less weed seed with the following crop, and his uncleaned shipments will grade better.

THE GRAIN dealer who expects opportunity to skin her knuckles on his door deserves what he will get—a harvest of barren regrets. The keen, the alert men do not wait for opportunity to find them; they are on the chase continually.

GRAIN DEALERS who placed their slow accounts with the Barr & Widen Mercantile Agency and made generous advances of "realization charges," will be pleased to know that 14 men have been indicted by the Federal Grand Jury at Chicago, on the charge of participation in alleged frauds of this agency, amounting to over \$2,000,000.

ANOTHER FIRE has been traced to the exhaust pipe of a gasoline engine. In this case the fire was quickly discovered and extinguished, with a loss of about \$62. About every six months we have a report of a fire started by the exhaust pipe. This can easily be avoided by exhausting into the open, or at least not exhausting into a wood container, as the fumes exhausted are often heavily laden with gas.

OPEN Bs L should not be used for either shipments of grain or beans. A Cairo fly-by-night who disappeared recently, made a specialty of getting suckers by requesting shipments on open Bs L. Following quick on the heels of the disappearance of this Cairo specialist comes a complaint from a bean shipper who has been unable to collect for two carloads of beans shipped open to a Chicago firm. S O Bs L should be used, the grain being billed to the shipper who endorses it and deposits it in the bank with draft attached. When so billed, the railroad will deliver the freight only to the holder of the B L which cannot be obtained without payment of the draft.

LAST YEAR the great state of North Dakota amended its constitution so as to permit the state legislature to appropriate funds for the building of grain elevators in other states, and the legislature is now considering bills providing for the erection of elevators in both Wisconsin and Minnesota, with every prospect that it will be enacted. The agitation against the grain elevators and grain inspection departments of neighboring states by North Dakota politicians has been conducted so persistently and so continuously for the past few years, that nothing will satisfy the people until they have engaged in the terminal elevator business and learned of the many actual losses and expenses of handling grain. If the experience does nothing but quiet the agitation and wipe out the unjust suspicion of the terminal elevator operators of the northwest, the money will have been well invested.

GRAIN DEALERS who have not yet obtained their allotment of Congressional free seeds should get busy and insist upon having their share. They do not cost the members of Congress a penny, so they feel free to distribute them with a lax hand.

WILD ONIONS and garlic have made so much trouble for Indiana wheat handlers that they induced the recent legislature to pass a bill against the stuff, but the governor vetoed the bill because some farmers had a few bushels of the mixture still on hand, and they objected to being forced to pick out the garlic by hand. If the wheat buyers will discount the stuff in keeping with its true value, the farmers will see to it that no more garlic is planted.

SHIPPERS who have been unable to obtain cars fit for shipping grain will be pleased to know that the Illinois Grain Dealers Ass'n. recently obtained a judgment of \$358.80 for one of its members, against the C. & A. R. R., because that road failed to furnish car doors until the market had declined and the shipper had suffered a loss on grain which he was anxious to load out, but could not, because the railroad company failed to furnish the necessary equipment. The ass'n. also won a case against the I. C. R. R. for discriminating in furnishing cars, at least the attorneys for the road discovered their case to be such a weak one they settled the case on the day set for the trial. When shippers everywhere co-operate and make a firm stand for fair consideration at the hands of the railroads, they will get it, and not be put to the necessity of bringing suit to collect for the amount of their losses.

IT HAS always been a problem for shippers consigning grain to central markets to know when it is advisable to apply for reinspection or to appeal from the decision of the inspectors. A statement made recently to the Investigating Committee of the Minnesota State Legislature was to the effect that of 49,265 cars received by the Duluth commission merchants, reinspection was asked on 28½% of the cars, and of the cars reinspected, the grade was raised on 39¾% and lowered on but 3%, which would seem to indicate that the owners of grain have a fair idea of what their grain should grade. No doubt the inspection in every terminal market would be more satisfactory to shippers if they kept samples of the grades of that market, classified their purchases and cleaned all grain carefully before shipping. Close attention to classifying and grading shipments is said to prove as profitable a work as anything the shipper can apply himself to, and judging from the figures given for the grading at Duluth, the claim is more than true.

TAXING GRAIN being handled thru terminal elevators has long been the cause of many disputes, most of which will be obviated, now that the Supreme Court of the U. S. has passed on the subject. Its decision is published elsewhere in this number.

SHIPPERS of No. 3 or better grain to the Cincinnati market need to **refrain** from loading their cars too full for inspection, otherwise it will be **necessary** for them to guarantee the grade to place of unloading within the switching limits of the city. Buyers cannot be expected to accept grain without a thoro inspection, and shippers who find railroad loading rules requiring them to load cars too full for inspection, should protest. Few of the freight traffic managers of the grain carrying roads seem to take into consideration the fact that it is against the interests of the shipper to load cars so full that grain cannot be graded until car is unloaded.

THE COUNTRY grain merchant who will not take time to give a cordial greeting to a grain solicitor, naturally becomes well advertised along the road as a grouch. He denies his business the advantage of the information which the solicitor would surely bring him in a few minutes' conversation, and oftentimes loses more by refusing an audience to the solicitor than he could have gained in a week's devotion to checkers, quoits and the Nail Keg Club. The dealer with the glad hand for every grain solicitor who comes down the line is the one who gets much trade information of value at first hands, and that too, without obligating himself to favor anybody with shipments.

COUNTRY BUYERS are beginning to recognize that verbal contracts for a carload of grain or more have binding force in but few states, and are seeking to make all telephone purchases legal by sending out written confirmation on a regular confirmation blank. Such forms, when signed by themselves, will bind them, but in the absence of any written evidence of the intent or purpose of the seller, the confirmation blank of the buyer cannot bind the seller. Buyers who send out confirmation of telephone purchases to farmers should send the forms in duplicate, and insist upon seller's writing his acceptance on one copy and returning it immediately. Farmers who are not willing to record their sales in writing open the way for misunderstandings between themselves and buyers and invite disputes. The honest farmer who means to abide by his contract will welcome the recording of all details of the transaction in writing, as then the grain buyer will have no excuse for misunderstanding what he intended to sell, and no expensive differences will arise.

FAKIRS, taking advantage of the grain dealers' desire to have correct weights, have been calling upon Kansas grain dealers and millers, offering to examine and repair platform scales. These impostors carry no test weights, but lug a few bags of shot, and in some cases leave the scales in worse condition than when they arrived. It seems they represent no one and in reality have no authority whatever to tamper with any man's scales. The association scale inspectors in every grain state now being served in this capacity, carry credentials, and as a rule are routed by the ass'n's secretary, and upon request of the grain dealers desiring service. This is as it should be and relieves the grain dealer of the necessity of investigating the ability of the scale inspector to help him.

YEARS AGO the Indiana legislature tried to handicap the grain dealers of the state by attempting to legislate value into ear corn. In other words the law makers enacted a law making 68 lbs. of ear corn a bushel after Dec. 1st of each year. Inasmuch as most of the corn was shipped out of the state and the grain buyers were forced to compete with buyers of other states who took 70 lbs. for a bushel, they too found it necessary at least to buy on that basis. In order to get around the letter of the law, many have been buying ear corn by the hundredweight. In hope of stopping this practice a new law has been introduced in the state legislature, providing for the sale of all food-stuffs by standard weights and measures. In other words buyers and sellers will be deprived of the right of private contract. If such a law can be enforced, the grain dealers will still be able to get it right by reducing their price.

GRAIN BUYERS would not think of paying the same price for all grades of timothy, clover or alsike. Many have long refused to buy wheat, barley and rye until it has been carefully graded, but few have had backbone enough to buy coarse grains by grade. Some buyers have long discriminated against the poorer qualities of coarse grain, but they have made little attempt to classify the grain brot in by farmers as their shipments are classified at destination. The persistent agitation for the purchase of grain according to the grades by which it must be sold is having some effect on northwestern Ohio dealers, who expect to classify all their purchases by grade after the first of next month. The growers of good grain are becoming more numerous and the time is near at hand when they will insist upon being paid for their grain according to its quality. The old plan of paying the same price for all grain of the same kind so emphatically indicates loose methods and an indefinite purpose that no progressive dealer can afford to continue the practice.

CONTRACTING DISTANT FUTURES WITHOUT PROTECTION.

Country elevator men who take long chances by entering into verbal contracts to buy the farmers coming crop at a stipulated price are never sure the farmer will have a crop and have no protection against loss in case farmer is unable or unwilling to fill his contract. It amounts to giving a "put" without cost. If the market advances the farmer will ignore his contract and sell elsewhere.

Large shippers who sell grain for delivery six to nine months hence to interior dealers also take long chances. If the buyer fails to give them shipping instructions they seldom have any recourse. They virtually give the cash buyer a "call" without cost, so if the market declines they must expect him to go elsewhere for his grain.

It is doubtful if any country buyer or large shipper gains any permanent advantage by contracting long in advance. In some crops they will surely lose, unless they deal only with responsible firms and insist upon a written contract covering each purchase and sale.

The bean jobbers of Michigan also suffer from over eagerness to handle the next crop. As soon as one crop is marketed they start to deal in the next. In hope of capturing a little new trade or cinching some old trade they take desperate chances and contract a crop, not yet planted. The Bean Jobbers Ass'n has declared against the practice and President Welch of the Ass'n has issued a letter denouncing it in which he says,

For some time the wholesale grocers have been asking for prices on the coming crop and as the season advances they will make more of an effort to close contracts for same.

As jobbers and country elevator men are you going to do a safe business or take a long chance?

At a recent meeting of your board of directors and most of the large jobbers the matter of future selling of beans was discussed. All agreed that future selling of beans is against the best interests of the business and should be stopped.

All the jobbers present at the meeting promised to help stop the practice if other jobbers would do the same.

The facts are, the elevator man who buys from the farmer is the one in the greatest danger from future selling. We have only to remember the 1911 crop to know this is true. The jobbers buy from the country dealer and sell to the wholesale grocer and have a sure thing if the parties are reliable. The country elevator man sells to the jobber or wholesale grocer and takes his chances with the crop conditions, etc. In fact, he has a closed contract at one end and wide open on the other.

It is not only the man who speculates that is hurt by speculation but according to his position, either long or short on the market, he will make extreme prices one way or the other in order to close his deal and then his competitor is forced to meet his speculative price to a greater or less extent.

Not a bushel of beans should be sold by anyone before the crop is harvested and in the stack or barn and then supply and demand should govern the market.

Farmers, country elevator men and large shippers who desire to buy or sell grain for delivery in the distant months would be much better off to confine their transactions to the pits of the organized exchanges, then they would have some as-

urance of their contracts being carried out. Let cash transactions be limited to thirty days.

GRAIN ELEVATOR ACCIDENTS.

It does not seem possible, yet a careful search of our news pages for 1912 discloses the pitiful fact that 31 lives were needlessly sacrificed in grain elevators during the year and 56 persons were injured by avoidable accidents. Thirteen fatalities were due to suffocation in grain bins and 5 persons, 3 of which were children, were saved from suffocation, but their complete recovery was despaired of. Twenty-nine persons were caught in elevator machinery; 8 lost their lives and 21 were badly maimed and injured. Two lives were sacrificed to explosions and 7 were badly injured. Three men were killed as the result of falls in bins or cupola and 12 were injured. It is worth noting that 4 of the injured were children, who could not resist the temptation to play with the manlift. Sixteen other miscellaneous accidents about the elevator resulted in 5 deaths and 11 badly injured. Eleven of the accidents were the result of boys being permitted to play in the elevator. They had no right to be about the plant, but a kind-hearted manager thot to favor them, with the result that they paid dearly for the privilege.

Many of these accidents could be easily avoided if both elevator owners and operators would cease to depend upon personal vigilance, which seeks to avoid accidents, and guard fly wheels, cog wheels, set screws and other moving machinery, so that no one could be caught without tearing down the guard.

No life insurance or settlement can relieve the distress brot about by these accidents, but a little foresight and care can prevent the repetition of many of the accidents and the saving of many lives and limbs. Every elevator owner owes it to himself and his employees to give first consideration to the safety of all who enter the elevator. Accidents will neither be excused nor condoned, so long as it was possible for the owner and the operator to have prevented them.

DR. HARVEY W. WILEY, the so-called pure food expert, formerly at the head of the Buro of Chemistry of the Agri. Dept., with his usual conceit, told the members of the Merchants Exchange of San Francisco last week a number of things about future trading at direct variance with the opinions of the Supreme Court of the United States. The Doctor served as school teacher so many years it seems impossible for him to discard the air of an imperial dictator. Had he remained at the head of the Buro of Chemistry with the Remsen Board to supervise his technical decisions he would have been overtaken long ago with sulferitis fits.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

M. P. 23242 passed thru Spencerville, Ind., Mar. 14, leaking shelled corn at both ends and side of car.—W. P. Steward, agt., Stiefel & Levy.

C. & N. W. 59652, loaded with yellow shelled corn, reached Unionville Center, O., Mar. 14, in badly damaged condition after leaking corn along the track for miles. Contents were transferred at that point into P. R. R. 27763.—E. H. Gunnett.

L. & W. 33061 passed thru Regent, N. D., Mar. 12, leaking wheat on right side, which was partly broken loose at bottom. Car was loaded at New England, N. D.—A. K. Moehn, mgr., Regent Equity Exchange.

Southern 25713 passed thru Austinville, Ia., Mar. 11, leaking corn thru sheathing at east end of car.—H. Austin Estate, by W. G. Austin.

Frisco 32129, loaded with yellow corn, passed thru Latham Mar. 11, leaking badly at side of car.—E. E. Rice, mgr., Farmers Grain Co., Latham, Ill.

P. M. 53640, loaded with white oats, passed thru Wolcott, Ind., Mar. 10, east-bound, without seals and one door wide open.—Wilkinson & Co.

I. C. 13646 passed thru Austinville, Ia., Mar. 10, leaking corn over trucks on account of loose sheathing.—H. Austin Estate, by W. G. Austin.

B. & S. 6476 passed thru Chalmers, Ind., on C. I. & L. Ry. Mar. 8 leaking yellow corn above bumper.—Ross, Ross & Barr, per R. W. Barr.

P. M. 53282 passed thru Sidney, Ill., via Wabash R. R. Mar. 8 leaking yellow corn badly at car door.—Harry Holmes, pres., Sidney Grain Co.

C. & O. 1827 passed thru Twelve Mile, Ind., Mar. 8 leaking a good stream of corn at door post.—Mrs. F. P. McFadden.

GULF PORTS ASK RESTORATION of Export Grain Rates.

A petition to the Interstate Commerce Commission requesting that it order the railroads to restore the reduced rates on export grain in effect last summer from Missouri River territory to Gulf ports was prepared at a meeting of New Orleans and Galveston grain exporters at New Orleans Mar. 10.

The first movement of grain in several years thru New Orleans and Galveston was induced last year by the reduction of 4c per 100 lbs. in the export wheat rate and 3c in the export corn rate. Last August these rates were canceled and the old rates restored. Since then practically no grain has been shipped from the Gulf ports. In order to permit Galveston and New Orleans to compete with Atlantic ports it is necessary that the railroads establish a differential in their rates sufficient to overcome the higher ocean rates from the Gulf ports. Under the present tariffs this is not so, and the Southern grain exporters have practically been put out of business.

The Interstate Commerce Commission at one time ordered that the reduced summer rates be extended until Mar. 31, but later rescinded that order. The last meeting it held was at Chicago last January, and the Gulf exporters insist that the Commission's change of front was due to pressure on the part of the North-western flour millers and grain exporters on the Great Lakes.

H. H. Haines, traffic manager of the Galveston Chamber of Commerce, was selected to take the petition before the Commission at Washington.

Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

SUING C., M. & ST. P. R. R. FOR WRONG DELIVERY.

Grain Dealers Journal: I thank you for your interest in looking up responsibility of R. R. Co. in the matter of s/o Bs/L. I have consulted with some of the largest traffic men in the state and they all contend as you do that the C., M. & St. Paul R. R. had no authority whatever for delivering that car of beans on written order from Thompson & Co., before taking up our B/L. It is a very common thing for bean buyers to send us instructions to ship beans to their own order. The largest shippers in the state always send their B/L running to their own order, but have always contended so far as the shipper was concerned it was perfectly safe as the R. R. Co. would not deliver only on delivery of original B/L. It seems Thompson & Co. hood-winked a number of railroads into delivering the goods under similar circumstances. The queer thing to me is in case the B/L was lost the railroad company would require a bond for double the value of the goods and yet deliberately let these goods get away from them on a written order from Thompson & Co. We have no doubt of winning out in time, but in the meanwhile we are out of the use of \$3,600, all this time and lawyers fees to defend our action.—Very truly yours, F. E. Kelsey, mgr. the Farm Produce Co., Cass City, Mich.

EXCESSIVE FEES AND SHRINK-AGE AT TERMINALS.

Grain Dealers Journal: It was with much satisfaction that I read the letter from E. R. Ulrich on page 280 of the Grain Dealers Journal for Feb. 25, announcing that a joint com'tee of the Farmers and the Illinois Grain Dealers Ass'n had been named to secure an amendment to the statute pertaining to shortages of grain in transit.

I would like to ask why shortages have been so much more numerous during the past 18 months than prior to that time. I know the shortage has been at least 80 per cent more than it was formerly.

Last fall I thought I would try a commission firm at St. Louis with a car of our good Nebraska wheat, and so far I have failed to see my way clear to send them any more for the following reasons: First, the car fell short 26 bushels, then the charges were 70 cents for weighing, 25 cents for watchman, 50 cents for inspection, 40 cents for insurance and 96 cents for interest. This was a pretty dear trial on one car of wheat.

As soon as the method of making the moisture test was prescribed by Sec'y of Agriculture Wilson our Omaha Grain Exchange weighing department sent us circulars advertising the moisture testing machines, stating they were now required and a necessary adjunct to all elevators, and the cheapest on the market

I returned their circulars and told them we did not need their circulars and much less their moisture tester, and I have never heard from them since. I told them there was not a little boy that hauled grain on my scales but what could tell if he had a good load of corn or wheat.—W. B. Essick, mgr. Manlev Grain Ass'n, Manlev, Neb.

DISPUTES WITH CARRIERS OVER WEIGHTS MAY BE REFERRED TO RAILROAD COMMISSION.

Grain Dealers Journal: I am pleased to hand you a copy of House Bill No. 335, which provides for submitting disputed questions as to weights to the State Railroad Commission, as follows:

House Bill No. 335.

A Bill for an Act concerning the actual weight of shipments carried by common carriers, providing means of determining the same, and affording prima facie evidence thereof.

Section 1. Be it enacted by the General Assembly of the State of Indiana, That in all cases wherein there is a dispute or failure of agreement between any common carrier and any consignor, consignee, or the assigns of either, concerning the actual weight of any shipment over the line of such carrier, or over the line of such carrier and any other carrier or carriers, or concerning the means or method used or to be used to determine such actual weight, the same may be referred by any party to the railroad commission of Indiana, for settlement, and disposed of under the ordinary rules governing notice and procedure by the commission as in other cases, and the determination by the commission shall be prima facie evidence of such actual weight in all courts and proceedings in Indiana.

Under existing laws Railroad Companies are liable for what they *actually receive*, not necessarily what they receipt for on paper, as that is subject to defence, besides which, their Bill of Lading contract provides:

"No carrier or party in possession of any of the property herein described, shall be liable for any loss thereto or damage thereof, or delay caused by the act of God, the public enemy, quarantine, the authority of law, or the act or default of the shipper or owner, or for differences in weights of grain, seed, or other commodities, caused by natural shrinkage or discrepancies in elevator weights."

It is for the purpose of having an impartial tribunal to submit the question of weight to, that this law was enacted.

As a practical suggestion: Suppose the shipper loads a car of corn at La-Fayette, Ind., with 1,000 bus. The Railroad Co. issues a Bill of Lading for 1,000 bus. (subject to the terms and conditions of the Bill of Lading). It comes to Indianapolis and there is no evidence of a leak, transfer in transit or defective seal record. The car is short 50 bushels. Somebody has to determine the question as to what was put in the car, as the certificate by the shipper is not conclusive and the Railroad Company will take the position that it is a variation in the weights. You either have to bring suit and let the Court determine the amount you put in the car, or you have to accept the settlement tendered by the Carrier.

This law makes a provision for this question to be submitted to the Railroad Commission, as the impartial tribunal, and their determination shall be prima facie evidence of the actual facts.

Unfortunately neither the law nor the contracts meet the theory that the Railroad Company is irrevocably bound by its receipt, under such circumstances.

This is the question that has been bothering the Bill of Lading Committee for a good while, as it has been hoping to get a clean Bill of Lading, whereby the Carrier would be liable for the amount

received for, but as yet it has not succeeded.

House Bill 335 was approved by the Governor and will become effective when published.—Yours truly, Chas. B. Riley, Sec'y Ind. Grn. Dirs. Ass'n, Indianapolis, Ind.

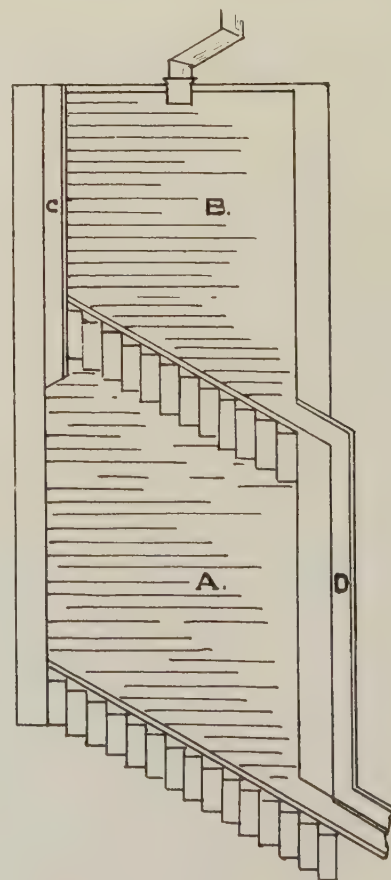
BIG CARLOAD OF BARLEY.

Grain Dealers Journal: On Feb. 25 I shipped to Van Dusen Harrington Co., Minneapolis, N. P. Car 29887 loaded with 109,740 lbs. of barley, or 2,286.12 bus. Who can beat it? Yours truly, Hammer-Halvorson-Beier Elev. Co., Cooperstown, N. D. Bert Lowery, Agt.

HAS NEW PLAN FOR DIVIDING BINS.

Grain Dealers Journal: A method of dividing large bins horizontally, so that the smaller bins so made will be self-cleaning, has been devised by J. J. Overholtzer, of Alcester, S. D. He carefully classifies all grain received, hence needs many bins. The sketch given herewith clearly indicates the construction. Bin A receives grain thru spout C, and bin B discharges grain thru spout D. The floor of bin B may be constructed of 2x6's edgewise, covered with flooring. A 2x6 running crossways under the middle of the floor may be necessary to prevent sagging.

This method of bin division he considers a great improvement over the one given on page 202 of the Journal for Feb. 10. It is much less expensive to construct and the bins are self-cleaning, resulting in a great saving in labor. By dividing large bins in this manner, it is often possible to gain a grade on part of the grain received which will amply repay the slight cost of construction. Ac-



One Way of Dividing Large Bins.

curate grading of grain puts an elevator manager on a sleeping basis.—A Traveler.

WEATHER AFFECTS MOISTURE CONTENT.

Grain Dealers Journal: We send a sample of every car of corn we ship to the government testing buro at Decatur, Ill., and find this method very satisfactory, as we get a good idea as to what grade to expect on our shipments when they reach destination.

It is surprising, however, what an influence the weather has on the grading of corn. If the weather is favorable all our shipments test better at destination than the samples test at Decatur; but when the weather is rainy at the time the car is inspected at destination, the moisture tests are much higher than the tests of the samples at Decatur.

We are now sending samples of seed corn to the buro to have it tested for its germinating quality.—Hitch & Kirk, Bondville, Ill.

THE CANADIAN PACIFIC Ry., to take care of the increasing traffic between Vancouver, B. C., and the Orient, is adding two big steamships to its Pacific fleet. The "Empress of Russia" will start from Liverpool April 1 on her maiden voyage, and the "Empress of Asia" will sail from the same port June 14. These vessels will be the fastest on the Pacific Ocean.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

ADDRESSES OF FIRMS WHO COLLECT FREIGHT CLAIMS WANTED.

Grain Dealers Journal: Referring to an editorial in your recent issue regarding Liability of Railroads for Grain Lost in Transit. We are having considerable trouble at present with the S. P. L. A. & S. L. R. R. Co. regarding shortage on several cars shipped to Los Angeles which arrived there showing a shortage, and the Railroad Company refused the claims as they claimed that the cars showed no signs of leakage.

We enclose stamped addressed envelope and will be glad if you will advise us by return mail the names of some firms who make a specialty of collecting such claims, as we do not think that the Railroad Co., has any right to refuse same. We have given it certificates for both the loading and the unloading weights.—Sam Williamson & Son, Salt Lake City, Utah.

WHERE TO OBTAIN ALFALFA FLOUR?

Grain Dealers Journal: Where can we locate some alfalfa flour? We have a party who wishes to try some.—Oxley Seed Co., Gibson City, Ill.

VALUE OF COBS AS FERTILIZER?

Grain Dealers Journal: Have any careful experiments been conducted to determine the actual value of cobs as a fertilizer? How much more valuable are the cobs when ground or cut in two longitudinally than when thrown out on the field whole? Any light on the subject will be greatly appreciated by—John T. Milbank, Chillicothe, Mo.

HOW TO DUMP SLEIGHS.

Grain Dealers Journal: We are up here in this northern country where we have about five months' sleighing, and we have no way of raising the front end of the sleigh box to let the grain run out.

Is there any apparatus that will raise the front end of the sleigh? It would be a great help to the elevator men in this part of the country.—Alex. Hamilton, Ameniam, N. D.

Ans.: Some grain elevators unloading wagons exclusively are equipped with what is known as the overhead dump, consisting of two ropes from above ending in two rings that are slipped over the hubs of the two front wheels. The same device might be used to elevate the front end of a sleigh box.



An Act Which Ought to Start Other States to Kicking.

able equipment of a railroad, cars furnished by individuals must be included: *Coal Co. v. Railroad*, 4 O. L. R. 639. (Railroad Commission.)

The railroad commission cannot promulgate, under arbitrary rule, as to the distribution of cars in the future, without regard to the circumstances and conditions as they may then exist: *Coal & Coke Co. v. Railroad Commission*, 8 O. N. P. (N. S.) 585, 19 O. D. (N. P.) 783.

This statute does not require a railroad to be ready at all times to meet, on a day's notice, unforeseen emergencies in cases where an industry is so uncertain that a carrier is unable to keep itself informed as to what the future requirements for cars may be. The shipper must give a reasonable notice of his requirements: *Clay Co. v. Pennsylvania Co.*, 6 O. L. R. 133. (Railroad Commission.)

A railroad must make an effort, in good faith, to ascertain the probable amount of business of each shipper without discrimination and to ascertain its available cars, according to its respective requirements of the several shippers: *Carbon Coal Mining Co. v. Railroad*, 7 O. L. R. 196, (modifying 6 O. L. R. 528). (Railroad Commission.)

Pro Rating.—If the supply of coal cars is insufficient in a coal field, it is the duty of the railroad company to pro rate the supply on hand among the different shippers without discrimination, and, in making such distribution, wagon mines should be included as well as tippie mines: *Oeffler v. Railway*, 4 O. L. R. 709, 52 Bull. 134. (Railroad Commission.)

The railroad commission has no power to regulate car service and demurrage charges with reference to cars employed in interstate commerce: *Railroad Commission v. Railway*, 12 O. C. C. (N. S.) 317, 21 O. C. D. 337 (affirming *Railway v. Railroad Commission*, 8 O. N. P. (N. S.) 233, 19 O. D. (N. P.) 691.)

Sec. 521. The commission may enforce reasonable regulations for furnishing cars to shippers, switching, loading and unload-

ing them, and the weighing of cars and freight offered for shipment over any line of railroad. R. S. Sec. 244-20a; 98 v. 348, Sec. 10.—O. P. Gothlin, chairman Ohio State Railroad Commission, Columbus, O.

HAS ALFALFA QUARANTINE BEEN RAISED?

Grain Dealers Journal: We note in the *Journal* Mar. 10, page 374, a reference to the quarantine by California on alfalfa seed from Idaho.

Has this quarantine been raised? Against which counties has California declared the quarantine? Have any other states a quarantine against Idaho alfalfa?

Information thru "Asked and Answered" column regarding this quarantine will be appreciated.—Rosenberg & Lieberman, Milwaukee, Wis.

REINFORCED CONCRETE Grain Elevator at Wingate, Ind.

The Crabbs Reynolds Taylor Company of Crawfordsville, Ind., have for a generation been handling the luxuriant crops of the garden spot of Indiana, of which Crawfordsville is the geographical center. It is said that this is the one spot in the United States where the products of the soil are reduced to the basis of a standard manufacture. The earth yields every season; a failure is practically unknown.

Incidentally, tho perhaps without any soil

connection, this region has produced a crop of the most famous literary lights in the state of Indiana. The home of General Lee Wallace, the boyhood stamping ground of John B. McCutcheon, James Whitcomb Riley and others who have made Indiana famous, have drawn their inspiration and perhaps their sustenance from this region. It was, therefore, fitting that a milestone in the march of progress should be erected in the shape of a substantial concrete grain elevator by the old established firm of Crabbs Reynolds Taylor Company.

We are able to produce herewith plans and exterior view of one of the most up to date little country elevators that has so far been built. The building presents an imposing and permanent feature of the rural village of Wingate, located on the Clover Leaf Railroad, about fourteen miles east of Crawfordsville. It occupies the site of its predecessor, a wooden elevator which disappeared by the ordinary process of combustion a little over a year ago. The new elevator bids fair to hold the location for all time to come.

It is said that no two grain elevators have ever been built exactly alike and it may be truly said that this one has an individuality all its own. The special requirements of the local situation for the present and the future have been adequately provided for. Mr. A. E. Reynolds gave this matter careful thought and personal supervision in every detail and in connection with the contractors, The Macdonald Engineering Co. produced a building with its equipment, which leaves little to be desired.

The plan adopted involves the use of rectangular bins, giving a gross capacity of about 60,000 bus. An important requirement of this location and the business conducted through the building, consists in making a liberal provision for the rapid handling of farmers deliveries and to this end the building was designed with a deep basement, having the driveway projected through the first story on the ground floor, with three sets of dumps and hoppers having generous capacities, each loading to a separate leg. The first story under the bins is entirely open and provides liberal accommodation for feed mills, cleaning machines, an automatic scale and an extra large size corn sheller. The corn cleaning machine, with its dust collecting apparatus, is located in a special compartment at the top of the bins. It is connected by special spouting, and discharges into a series of bins especially provided for the cleaned corn. There has also been provision made for storing the cobs, corn husks and dust in separate bins; the outlet from which is carried through the outside walls by means of liberal openings for delivery to wagons.

The power plant, consisting of an engine and boiler, is housed in a separate brick building adjacent to the elevator; the shaft extension from the engine projecting through into the basement of the elevator for distributing the power to the different machinery.

The entire building is erected in reinforced concrete, having all machinery and equipment built of steel. All doors and windows are of the Underwriters Standard pattern, glazed with wired glass. The main driveway doors are of the Kinnear warehouse rolling type. The Weller Mfg. Co. furnished the general transmission machinery.

I find the *Grain Dealers Journal* very interesting.—John A. Ahrens, agt., Minnecota Elvtr. Co. Columbus, N. D.



60,000-Bu. Concrete Elevator of Crabbs-Reynolds-Taylor Grain Co. at Wingate, Ind.
(See facing page.)

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Strome, Alta., Mar. 18.—Grain movement continues slow; lots of grain still in farmers hands.—Jas. W. Mohler Elvtr. Co.

COLORADO.

Wray, Colo., Mar. 11.—Movement of grain light; farmers busy seeding spring wheat; ground in fine condition. Fall wheat went thru winter in good shape; is looking good; acreage only $\frac{1}{4}$ of last years.—E. W. Lambert.

IDAHO.

Cambridge, Ida., Mar. 15.—Grain production increasing 25% to 40% a year.—M. Lewis, mgr. Cambridge Mig. & Elvtr. Co.

ILLINOIS.

St. Joseph, Ill., Mar. 20.—About 40% of the corn left in farmers hands.—Simpson & Perry.

Seymour, Ill., Mar. 23.—About 40% of the corn and 25% of the oats left in the farmers hands.—Jas. Karr.

Bondville, Ill., Mar. 23.—About 45% of the corn and 30% of the oats left in the farmers hands.—Hitch & Kirk.

Mayview, Ill., Mar. 22.—About 50% of the corn and 5% of the oats left in the farmers hands.—E. C. Saddoris.

Muncie, Ill., Mar. 20.—About 33% of the corn and oats left in the farmers hands.—J. A. Knight, mgr. B. B. Minor.

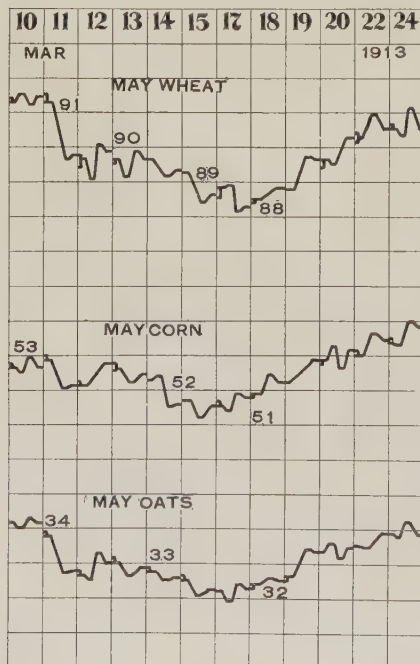
Seymour, Ill., Mar. 23.—About 45% of the corn and 50% of the oats left in farmers hands.—J. C. Filer, mgr. Wm. Murray.

Monticello, Ill., Mar. 21.—About 40% of the corn and 25% of the oats left in the farmers hands; a number of farmers have already sown some oats.—S.

Havana, Ill., Mar. 14.—Growing crop looking good; acreage the same as last year; 20% of the old corn still in farmers hands.—L. S. Turner, local mgr. Turner Hudnut Co.

Chicago Futures

Opening, high, low and close on wheat, corn and oats at Chicago for two weeks are given below. For complete collection of similar charts back ten years see The Journal's Chart Book.



Foosland, Ill., Mar. 24.—About 40% of corn left in the farmers hands.—Walker Boulware & Co.

Foosland, Ill., Mar. 24.—About 30% of the corn and 15% of the oats left in farmers hands.—Noble Bros.

Blue Ridge, Ill., Mar. 24.—About 30% of the corn and 15% of the oats left in the farmers hands.—C. B. Kirk, mgr. Geo. A. DeLong.

Osman, Ill., Mar. 24.—About 40% of the corn and 35% of the oats left in the farmers' hands.—S. N. Lafler, mgr., Geo. A. DeLong.

Hutsonville, Ill., Mar. 12.—Grain about all in; wheat looks fine; acreage 10% more than last year; hay crop good.—C. A. Trueblood.

Osman, Ill., Mar. 24.—About 25% of the corn and 50% of the oats left in farmers hands.—Curtis Cole, mgr. Harvard Grain, Mer. & Elvtr. Co.

Lodge sta., Monticello p. o., Ill., Mar. 24.—About 30% of corn and 20% of oats still in farmers hands.—G. J. Timmons, mgr. Roy H. Jones & Co.

Milmine, Ill., Mar. 22.—About 40% of the corn and 15% of the oats left in farmers hands; farmers will not sell corn under 50c per bu.—Hamman Bros.

Ivesdale, Ill., Mar. 18.—Grain business here is very quiet; about 45% of the corn and 15% of the oats is left in the farmers hands.—Richd. Blankenbaker.

Sadorus, Ill., Mar. 18.—Oats sowing will commence possibly this week. About 50% of the corn and 20% of the oats is left in the farmers hands.—De Long Bros.

Washington, Ill., Mar. 18.—Movement of grain light at present; about 50% of the corn and 20% of the oats in farmers hands.—C. H. Wagner of Ellis & Wagner.

Ogden, Ill., Mar. 20.—About 33% of the corn and 25% of the oats left in the farmers hands; average oats acreage will be sown.—H. B. Cardiff, mgr. Frank Supple.

Urbana, Ill., Mar. 22.—Wheat in Southern Illinois looking as fine as ever seen; no sowing of oats to any extent.—S. W. Strong, sec'y Illinois Grain Dealers Ass'n.

Milmine, Ill., Mar. 22.—About 30% of the corn and 15% of the oats left in farmers hands; wheat looking fine; an average acreage of oats will be sown.—O. N. East.

Fairmount, Ill., Mar. 19.—Oats sowing will commence in a few days; acreage less than the average; 25% of the corn and 20% of the oats left in farmers hands.—H. F. Worden.

Sidney, Ill., Mar. 19.—About 40% of the corn and 20% of the oats left in the farmers hands; acreage of oats will be below the average.—Sidney Grain Co., F. R. Best, mgr.

Strawn, Ill., Mar. 24.—About 35% of the corn and 10% of the oats left in farmers hands; customers refuse to sell under 50c. per bu.—Strawn Farmers Elvtr. Co., John Goembel, mgr.

Catlin, Ill., Mar. 19.—Oats sowing will commence in about a week. Wheat looking fine; about 40% of the corn and 25% of the oats left in the farmers hands.—R. K. Byerley.

Champaign, Ill., Mar. 23.—In this immediate vicinity only 20% of the corn left, while at Rising we believe there is fully 30% of the corn left in the farmers hands.—B. C. Meech & Co.

Galesville, Ill., Mar. 24.—About 35% of the corn and 25% of the oats left in the farmers' hands.—C. O. Rice, mgr., Roy H. Jones & Co.

Gibson City, Ill., Mar. 24.—We do a good feed business and grind a great deal of the grain we buy; about 30% of the corn and 25% of the oats left in farmers hand.—Geo. W. Walker & Co.

Galesville, Ill., Mar. 24.—Had a fine crop of corn; about 30% of it left in farmers hands; quality fine. About 20% of the oats left; about 90% of oats received were in fine shape.—Hayes Bros.

INDIANA.

Huntingburg, Ind., Mar. 17.—Last year's crops poor; none to ship; considerable shipped in.—Louis Katterhenry.

Frankfort, Ind., Mar. 18.—Wheat looking fine; acreage small; ground in fine condition for oats seeding; farmers commencing spring plowing.—D. L. Brookie.

Huntington, Ind., Mar. 21.—Farmers have commenced spring work; no grain being delivered; little left to come in. Growing wheat in excellent condition; wintered fine. Some oats being sown; large acreage will be planted; hogs and cattle scarce.—H. C. Silver.

IOWA.

Sioux City, Ia.—Bountiful snows and rains in the last two weeks have materially changed the soil situation in this section of the country. While grain men were not alarmed, even with the abnormally slight precipitation of the winter season, yet the fact remained that the ground was quite dry and in need of moisture. Winter wheat is in excellent shape, there is almost no frost in the ground, and the real advent of spring will see no time wasted in putting plows into the furrows.—B.

KANSAS.

Quinter, Kan., Mar. 15.—Wheat in fair shape; will need considerable moisture; soil is dry.—V. A. Fritts.

Lancaster, Kan., Mar. 20.—Wheat looking good; some complaint of flies in small areas. Farmers disposed to hold grain.—L. J. Woodhouse & Co.

Anness, Kan., Mar. 24.—Wheat acreage 100%; none plowed up; in fine shape so far; 15% of wheat in farmers hands but no corn or oats.—W. E. Baird Grain Co.

Gem, Kan., Mar. 18.—Wheat coming out of winter in good condition; will be unusually large acreage of corn and barley planted.—P. S. Houston Grain Co.

Annelly, Kan., Mar. 24.—Wheat acreage same as last year; none plowed up; oats practically the same also; no grain in farmers hands for sale.—H. & W. Griffith.

Ames, Kan., Mar. 22.—Acreage of winter wheat same as last year; condition of crop 90%; 10% better than last year; none plowed up. Small acreage of oats; 30% of old wheat back in farmers hands.—Wm. Augustine.

Manhattan, Kan., Mar. 22.—Wheat condition 90%; no winter killing or fly reports up to this time; acreage about normal. Corn quality good, probably 35% of last years crop on farms; offerings light; mostly going to feeders; cattle and hogs on feed show a decrease from a year ago. Conditions favorable for spring plowing and oats seeding has begun. Altogether conditions at this time of the year are favorable.—E. H. Fielding of Geo. T. Fielding & Sons.

DAILY CLOSING PRICES.

The closing prices of wheat and corn for May delivery at the following markets for the past two weeks have been as follows:

MAY WHEAT.													
	Mar. 10	Mar. 11	Mar. 12	Mar. 13	Mar. 14	Mar. 15	Mar. 17	Mar. 18	Mar. 19	Mar. 20	Mar. 22	Mar. 24	
Chicago	91%	89%	89%	89%	89%	88%	88%	88%	89%	90%	90%	90%	
Minneapolis ..	85%	84%	84%	85%	84%	84%	84%	84%	85%	85%	86%	86%	
Duluth	86%	85%	85%	85%	85%	85%	84%	85%	85%	86%	86%	86%	
St. Louis ..	90%	88%	88%	88%	88%	88%	87%	88%	88%	89%	89%	89%	
Kansas City ..	85%	83%	84%	83%	83%	83%	82%	83%	83%	84%	84%	84%	
Milwaukee ..	89%	87%	87%	87%	87%	86%	86%	86%	87%	87%	88%	88%	
Toledo	106%	106%	106%	107%	108%	107%	107%	107%	107%	108%	109%	109%	
New York ..	97%	96%	96%	96%	96%	95%	95%	95%	96%	97%	97%	97%	
Baltimore ..	106%	105%	105%	105%	105%	104%	104%	105%	105%	105%	108%	108%	
Winnipeg ..	88%	87%	87%	88%	87%	87%	87%	87%	88%	88%	88%	88%	
Liverpool ..	104%	104%	103%	103%	103%	103%	103%	103%	103%	104%	....	....
Budapest ..	134%	133%	132%	132%	132%	132%	132%	132%	132%	132%	....	....
MAY CORN.													
	Mar. 10	Mar. 11	Mar. 12	Mar. 13	Mar. 14	Mar. 15	Mar. 17	Mar. 18	Mar. 19	Mar. 20	Mar. 22	Mar. 24	
Chicago	52%	52%	52%	52%	51%	51%	51%	52%	52%	53%	53%	53%	
Kansas City ..	51%	50%	51%	51%	50%	50%	50%	50%	51%	51%	....	52%	
St. Louis ..	51%	51%	51%	51%	50%	50%	50%	51%	52%	52%	52%	....
Baltimore ..	54%	54%	55%	54%	53%	53%	53%	54%	55%	54%	....	....
Liverpool ..	69%	69%	69%	68%	68%	68%	68%	68%	68%	68%	....	....

* No. 2 Red. *October delivery. †March. ‡July.

Argenda, Kan., Mar. 21.—Wheat conditions as good as can be expected; will be no wheat plowed up; 10% still in farmers hands, also 40% of corn; nothing moving at present. The few oats raised will be fed at home.—F. B. Fulton.

MICHIGAN.

Blissfield, Mich., Mar. 20.—Wheat looking fine; small acreage.—Blissfield Mfg. Co.
Capac, Mich., Mar. 18.—Farmers inclined to hold grain for higher prices.—H. P. Stoughton.

MISSOURI.

St. Louis, Mo., Mar. 13. Growing wheat shows good condition.—C. H. Langenberg.
Corning, Mo., Mar. 20.—Winter wheat looking good; growing fine; moisture about right; expect fine crop.—F. W. Walter.
Craig, Mo., Mar. 19.—Corn, oats and wheat nearly all shipped out; little held in the country.—Brownfield & Teare.
East Prairie, Mo., Mar. 19.—Growing wheat looks fine; much better than is usual.—N. A. Swingle, sec'y East Prairie Mfg. Co.

Columbia, Mo., Mar. 18.—Winter wheat as good as we could ask; extra good corn; will use bulk of it at home; putting in a good deal of oats.—Boone County Mill & Elevator Co.

Aullville, Mo., Mar. 22.—Average acreage of wheat; no oats sown yet. Growing wheat looks good; probably none will be plowed up; none left in farmers hands to amount to anything.—Roberts & Collins.

MONTANA.

Antelope, Mont., Mar. 19.—About 40% of land broken for crops.—Imperial Elevator Co.
Spionkop, Mont., Mar. 17.—Mild winter; abundance of snow; winter wheat in good condition; some threshing to be done.—Ira I. Walker.

Polson, Mont., Mar. 18.—Have shipped 200,000 bus. of wheat and some oats and flax; yield is increasing yearly as more land comes under cultivation.—S. L. Green.

Nihill, Mont., Mar. 19.—This is a newly settled country; not much land broken; will have handled 25,000 bus. of wheat and 400 of flax by end of season.—Rocky Mountain Elevator Co.

Stanford, Mont., Mar. 17.—The three elevators here will handle 500,000 bus. of grain this year; principally winter wheat of fine quality.—R. E. Champlain, agt. Montana Central Elevator Co.

Hinsdale, Mont., Mar. 14.—Crop of 1912 largest ever marketed; receipts 80% greater than in 1911. This shows that agriculture has come to stay in Montana; there will be a large increase in acreage each year for some time to come.—P. L. Gainsforth, agt. St. Anthony & Dakota Elevator Co.

Vaughn, Mont., Mar. 13.—Winter wheat looking fine; farmers well pleased with the outlook. New settlers coming in almost every day and getting ready to put in spring crop. Will be about 5,000 bus. of winter and 10,000 bus. of spring wheat shipped this year.—J. G. Hanson, agt. Montana Central Elevator Co.

NEBRASKA.

Stockham, Neb., Mar. 17.—Wheat looking nice; all fields bare of snow and exposed to the weather's climatic pranks; no reserves of old crop worth mentioning.—Farmers Elevator Co.

Sargent, Neb., Mar. 15.—Practically all grain marketed; fine snow lately; frost about all out of ground; winter wheat in average condition; no seeding done.—Roy P. Leach, mgr. J. H. Currie.

NORTH DAKOTA.

Milnor, N. D., Mar. 17.—About 20% of grain still in farmers hands; will not be delivered until after seeding.—Joseph Melaas, mgr. Thorpe Elevator Co.

Blabon, N. D., Mar. 21.—About 20% of fall plowing done; wheat acreage redded 30%; 10% of wheat in farmers hands.—J. C. Walters, mgr. Farmers Elevator Co.

Ypsilanti, N. D., Mar. 10.—Weather warm; bids fair to be early spring; snow practically all gone; fields in reasonably good shape.—C. Gibson, mgr. Farmers Elevator Co.

Reeder, N. D., Mar. 19.—Will reach the 400,000 bus. mark at this station; 75% of grain in. Some farmers seeding; large acreage of all grains will be put in.—Western Lbr. & Grain Co.

Glen Ullin, N. D., Mar. 10.—Grain moving rather slowly on account of soft weather and poor roads; 800,000 bus. marketed; 12% still in farmers hands to be moved after seeding.—F. W. Helder, agt. Occident Elevator Co.

Guelph, N. D., Mar. 14.—Have handled about 250,000 bus. of grain this season; about 20,000 bus. to come in.—H. A. Anderson, agt. Northwestern Elevator Co.

Rival sta., Columbus p. o., N. D., Mar. 8.—Crop prospects encouraging; ground has plenty of moisture; an early spring will make a large acreage of all grains.—John A. Ahrens, agt. Minnesota Elevator Co.

Durbin, N. D., Mar. 10.—Have handled 200,000 bus. of the 225,000 bus. of grain shipped from this station; best crop ever raised here last year; quality of the best; land all plowed for spring crop; prospects look fine.—Aug. Meineck, agt. Durbin Farmers Elevator Co.

Regent, N. D., Mar. 16.—About 550,000 bus. of grain marketed; not over 8% to 10% left; roads and weather were good up to Mar. 1 and farmers will hold balance for higher prices. Wheat and flax good in quality; hardly a car has gone off grade at Minneapolis, our principal market.—A. K. Moehn, mgr. Regent Equity Elevator Co.

OHIO.

Bellfontaine, O., Mar. 22.—Excellent crop prospects.—Robt. P. Dickinson & Bro.

OKLAHOMA.

Sentinel, Okla., Mar. 13.—Wheat and oats in first class condition; wheat has fine root; has gone deep into soil; acreage larger than last year. We look for bumper crop.—A. T. Jones.

Anadarko, Okla., Mar. 22.—Wheat acreage same as last year; oats and corn also about the same; more grain in farmers hands than is usually the case. Crop prospects good now.—L. H. Powell & Co.

Afton, Okla., Mar. 22.—Wheat acreage same as last year; condition good; none will be plowed up; prospects fine. Oats acreage average; sowing not finished; practically no grain in farmers hands.—M. T. Cox, Cox Bros. Mfg. Co.

Blanchard, Okla., Mar. 14.—New crop season promises to be best McClain county has had for several years; much rain and snow has put ground in best of condition; plowing practically all done; farmers only waiting for seeding time; small acreage of wheat sown last fall but is looking fine; well steeled; promises a good yield. Oat sowing about over; small acreage. Corn and cotton our principal crops and farmers, merchants, grain dealers and all are jubilant over prospects for a bumper crop.—Blanchard Grain & Gin Co.

GRAIN ON FARMS MAR. 1, BY STATES.

Farm reserves of grain on Mar. 1 were reported by the U. S. Dept. of Agriculture, Mar. 10, to have been as follows, in the important states:

	WHEAT			CORN		
	% of 1912 crop.	1912 Millions of bus.	1913, 1912.	% of 1912 crop.	1912 Millions of bus.	1913, 1912.
Penn.	27	6.0	4.9	39	24.0	21.7
Ohio	17	1.7	9.8	44	76.7	52.7
Ind.	13	1.3	7.2	44	87.7	62.9
Ill.	11	1.1	7.1	45	191.8	120.6
Mich.	22	1.5	4.4	38	21.0	16.7
Wis.	34	1.2	0.9	35	20.4	17.4
Minn.	34	22.8	11.0	42	32.8	25.9
Iowa	32	4.1	3.0	45	194.4	122.1
Mo.	16	3.8	6.5	40	97.6	57.7
N. D.	21	30.2	13.9	20	1.8	1.3
S. D.	25	13.1	3.7	36	27.5	12.7
Neb.	25	13.8	9.2	40	73.0	57.7
Kan.	18	16.6	7.7	36	62.7	32.8
Ky.	12	0.8	1.5	42	45.9	31.8
Tenn.	18	1.3	1.6	46	40.6	35.5
Texas	12	1.3	0.5	34	52.1	10.4
Okla.	13	2.6	0.9	31	31.6	4.4
Wash.	14	7.5	5.1	19	0.2	0.2
Ore.	13	2.7	2.2	13	0.1	0.1
U. S.	21.4	156.5	122.0	41.3	1,289.7	884.1
	OATS.			BARLEY.		
	% of 1912 crop.	1912 Millions of bus.	1913, 1912.	% of 1912 crop.	1912 Millions of bus.	1913, 1912.
N. Y.	43	15.8	15.4	33	0.7	0.4
Penn.	42	15.3	11.4	28	0.1	0.1
Ohio	41	38.3	16.4	32	0.2	0.1
Ind.	36	28.7	11.8	30	0.1	0.0
Ill.	41	74.9	34.0	37	0.7	0.3
Mich.	42	21.8	14.2	27	0.6	0.3
Wis.	49	41.5	25.5	33	8.2	2.9
Minn.	47	102.4	46.7	34	14.3	4.8
Iowa	47	57.8	23.5	29	4.2	2.2
Mo.	37	13.7	5.5	35	0.0	0.0
N. D.	58	55.2	21.0	31	10.9	3.7
S. D.	52	27.2	2.7	25	5.8	0.8
Neb.	44	24.4	10.8	31	0.8	0.2
Kan.	39	21.4	8.4	44	1.8	0.3
Texas	22	6.8	2.4	26	0.1	0.0
Mont.	50	11.4	7.8	44	0.6	0.4
Ida.	38	6.5	4.1	25	1.7	0.9
Cal.	14	1.1	0.8	16	6.7	4.5
U. S.	42.6	604.2	290.0	27.8	62.3	24.8

TENNESSEE.

Ashland City, Tenn., Mar. 21.—Little wheat grown here; big oats crop put out; little corn in farmers hands.—Hugh Dozier.

Ashwood, Tenn., Mar. 23.—Acreage of winter wheat 75% of normal; condition 90%; has deteriorated 5% in last month; none plowed up. Not more than 5% of grain left in farmers hands; 30% of oats crop sown.—Clauson Bros.

TEXAS.

Bailey, Tex., Mar. 22.—Not much wheat planted; what little we have is fine; oats looking good but do not see many.—Hugh Leslie.

WASHINGTON.

Pullman, Wash., Mar. 18.—Crops in fine condition; large acreage of fall wheat and barley.—M. F. Brownfield, R. D. No. 3.

Fred W. Blinn Pres. of Detroit Board of Trade.

Frederick W. Blinn, gen. mgr. of J. S. Lapham & Co., was elected pres. of the Detroit Board of Trade at its annual election Mar. 4.

Mr. Blinn has long been active in Detroit grain circles and his election to this high office is an expression of the high esteem in which he is held.

For almost a quarter of a century he has been connected with J. S. Lapham & Co. and for the past three years he has held the position of general manager of that company.

Mr. Blinn and the Board of Directors will take up a number of important questions during the coming year, particularly the matter of transportation to, from, and in Detroit terminals.



Frederick W. Blinn, Detroit, Mich., New President of Board of Trade.

GRAIN INVESTIGATION BY Minnesota Legislature.

The Minnesota Legislative inquiry into the handling of grain at terminals, which was begun in the House, was also taken up in the Senate, and has extended into hearings on the business methods of the Duluth Board of Trade, the Minneapolis Chamber of Commerce and the Equity Co-operative Exchange.

At Duluth the House Com'te directed by Atty. Russell made rapid progress. Representative A. F. Teigen of Montevideo, who is an ardent partisan of velvet chaff wheat, was pleased at the following statement by Julius H. Barnes: I think the American miller is honest when he says he doesn't like velvet chaff as well as blue stem, but I think he is wrong in the operation of his mill. We have found no trouble in selling velvet chaff in foreign markets. We can export it and get as good a price as for any other northern wheat. In fact, foreign millers like it for its uniformity of kernel, and if it could be obtained in sufficient quantities it could bring a premium over No. 1 northern.

Mr. Barnes recommended that the committee suggest the publication by the Minnesota Railroad and Warehouse Commission of a daily report showing the price of grades of wheat at Duluth and the price of the same grades in foreign markets. He said it would show the farmer that the middle man gains little in the transfer of wheat from this country to the foreign markets.

F. M. Schutte, deputy chief weighmaster at Duluth, testified that the practice of putting the diagram, showing leaks, on the weight certificates was practiced before he came into his present position in 1908.

"I think the Minnesota Railroad and Warehouse Commission has been derelict in its duty in not putting that practice into force before forced to do so by its adoption by the Wisconsin Commission," said Atty. Russell.

Mr. Lind said that 49,265 cars were received by the Duluth commission firms, one excepted, and reinspection was asked on 14,039 cars. Of that number the grade was raised on 5,570 and lowered on 413. Reduced to percentages, reinspection was called for on 28½ per cent. of the cars received and of the number reinspected the grades were raised on 39½ per cent. and lowered on 3 per cent.

Mr. H. P. Bjorge testified that the appeal board should have a sampler of its own instead of depending on resamples taken by men employed by the inspection department.

The principal argument for separation was made by A. R. Rehnke, who declared that a year ago last October a request was made that a test be made to determine the percentage of moisture that might safely be left in grain for storage, but nothing has been done. He said a request was made for a moisture machine, and it was not forthcoming, altho there is one in the inspection department that is available for the use of the appeal board. He said the commission dealt with the request for a laboratory by installing one for the joint use of the inspection department and the appeal board, with employees of the inspection department in charge.

F. W. Eva, chief inspector, testified that Mr. Chambers, general chairman of the appeal board at Minneapolis, had discouraged the moisture test and had declined to give any assistance in establishing the laboratory.

Mr. Rehnke replied that Mr. Chambers was opposed to any change in present

methods and was the only one of the six members of the appeal board to decline to sign the request for a moisture test.

The House Com'te reached an agreement Mar. 19 with the Minneapolis Chamber of Commerce whereby the Com'te will have access to the books and records of representative Chamber of Commerce firms, with the understanding that the detailed information involving private and confidential business relations will not be made public.

F. G. Holbrook, a pit trader, testified that his dealings average 67,000 bus. a day.

Volney Ireys testified that in his opinion men who study the grain situation are as well qualified to judge of the advisability of selling or buying grain as are real estate men of the advisability of buying or selling lands. He refused to state the amount of money he made in commissions.

B. F. Benson, who was on the stand all day Mar. 11, explained the purposes and work of the Grain Receivers Ass'n, and the practice regarding loans by commission men to independent elevator companies. They generally break even on these loans, but make them to get business, tho only about 15 per cent. of them are made with contracts requiring the borrower to give them a part of their grain consignment. After one year of such a contract it is not necessary to renew it, for if they give good service they continue to get the business. Very little scalping is done by commission men. Commission men often buy as well as sell on commission, but never both buy and sell the same grain without notification. There is no business I know of in which the competition is keener than in grain.

Eugene Dougherty, pit trader, testified that he makes profits some days and losses on others, but averages a profit of \$10 a day. Not all scalpers make money. Some drop out from time to time; and some now in the pit have not as much money as when they started.

Little has been added to the investigation of the Equity Co-operative Exchange besides the account given in the Grain Dealers Journal Mar. 10, page 384.

The treasurer and manager of the Voltaire Farmers Elevator Co., of Voltaire, N. D., testified regarding their efforts to get a settlement of its account from the Equity.

The Equity Co-operative Exchange one day conceded \$134.10 to be due to the Voltaire concern. Next day it raised the amount to \$696.25. The \$500 error was explained by Bookkeeper King as follows: "Last night, while going over our books we discovered an error that amounted to a difference of \$500. We had drawn a check for \$245.97 and sent it on to the Farmers Elevator Co. However, we had credited ourselves with having sent \$745.97. The clerk, in transferring the figures, evidently mistook the '2' for '7'."

H. G. Bundy, treas. of the Farmers Elevator Co., testified: We went there and found Mr. Loftus, Mr. Anderson and Mr. Drake. We objected to having the attorney present and went and got Mr. Mercer. They explained to him and we offered to treat with them if they would send both attorneys away. They refused to do that. We told them we would take the \$696.25 they admitted they owed us, and give them a receipt in full. They said they would give it to us if I would sign this paper.

The witness produced a receipt as follows:

"Received of Equity Co-operative exchange \$696.25 in full balance owing Voltaire Farmers' Elevator company. I further state that so far as I am concerned, although mistakes and errors have crept into the account, I am satisfied that no irregularities or dishonest practices on the part of the Equity Co-operative exchange have been practiced."

Mr. Bundy: Mr. Tostenes, our president, was with me. I said I would not sign the paper, but he could sign if he wanted to. He refused to do it and said the matter was in my hands. So we quit.

Settlement between the Farmers Elevator Co. and the Equity Exchange was finally reached by a check for \$759.10 which the Voltaire men accepted as payment in full, but without signing any exoneration in favor of the Equity Exchange. The check which bears the cut of "our own terminal elevator in St. Paul," includes the \$696.25 which the Equity admitted last week was to be due, and allowance for further error discovered later on two cars. The Voltaire company had been given credit for the wrong cars and received an allowance of 2½ cents a bus. on one car and 3½ cents on another. The Voltaire concern is still charged with storage on several cars not stored, but settlement was accepted to end the controversy.

Handling of wheat to be stored was explained as follows by Bookkeeper King: Cars shipped "to be stored" are sold on arrival, and the Equity buys futures to hedge the transaction. But neither the sale nor the hedge are reported to the shipper. When the shipper wires to sell the grain, the hedge is closed out, the Equity pocketing the profit or standing the loss. The shipper is given no report of this transaction, but is credited on the grain with a price computed from the Market Record for the day when the order for sale is received.

The custom of Chamber of Commerce members is to report to the shipper the sale of the carload and the purchase of the future, so that the shipper may know exactly how he stands.

C. E. Elmquist of the Minnesota Railroad & Warehouse Commission testified March 20: The total number of cars inspected during the last ten years was 2,601,512, out of which 483,746 or 18.4 per cent of the total cars that were graded were held out for reinspection. Of this number, 135,839 cars had the grades raised on reinspection, or 5.2 per cent of the total cars handled.

The appeal board consists of three men located at Minneapolis and three at Duluth, who were appointed by the governor. Under the law, they are required to make the rules for grading grain, and also decide cases which are appealed. Out of 2,601,512 cars inspected for the last ten years, 272,123, or 10 per cent of them, were appealed. Out of the total cars originally inspected, the average grades changed for the ten-year period was 2.8 per cent and the average grades sustained 97.2, or in other words, less than three cars out of each one hundred originally inspected are changed upon final appeal.

In 1909 there were 1,038 line houses in Minnesota; in 1912, 777; in 1909, there were 189 farmers' houses; in 1912, 238; in 1909, there were 233 independent houses; in 1912, 300; in 1909, the line houses shipped 38,732,202 bush. of grain; in 1912, 34,427,386; in 1909, the farmers houses shipped 17,206,168; in 1912, 22,989,060; in 1909, independent houses, 12,896,926; in 1912, 15,430,617. In brief, in 1912, the independent

and farmers elevators shipped 52.7 per cent of all the grain, and that while the farmers had but 18 per cent of the houses, they shipped 31 per cent of the grain. It is also interesting to note that in the last year the line houses on the average handled 44,308 bus. of grain; the farmers houses 96,572, and the independents 51,435.

The tables as to grain weights and grades for two years were made up from daily reports made to the inspection department by the terminal elevators. They showed receipts of all kinds of grain amounting to 91,726,234 bus., shipments of 90,553,022 bus., and 1,019,476 on hand Aug. 1, 1912. The net shortage was 153,736 bus.

SIX BUCKETSHOP men were fined in the District Supreme Court at Washington, D. C., recently. Joseph Gatins, New York, and Virgil P. Randolph, Keene, Va., were fined \$9,000 each; William B. Price, Baltimore, \$1,000; Edward Everett Taylor, Washington, \$500, and Edward Weldon and James A. Anderson, \$250 each. This ends the government's fight against bucket shops, begun in 1910 and netting \$78,100 in fines.

JUDEAN GRAIN MARKET.

The accompanying fotograf shows Mohammedan grain dealers doing business in Bethlehem in front of the Church of the Nativity, built on the spot where Christ was born.

The grain business in Palestine is a simple matter. Wheat and barley are the principal grain crops, altho some corn and millet is also grown. Most of the harvest is used right on the farm, in fact, Palestine does not raise enough grain to feed its people and is obliged to import from neighboring countries.

The farmer takes his surplus grain to the main street of a nearby town. The standard grain measure is the "saa" which contains about three quarters of a quart, altho it varies greatly in different places. A sale in Palestine is the occasion for much haggling and controversy. The seller always asks a higher price than he expects to receive and the buyer offers a lower price than he expects to pay.

Usually a sale involves the services of a professional measurer, the prototype of our official weighmasters. Measuring grain is a precise business. The "saa" is first filled three quarters full and then

vigorously shaken. It is then filled to the top and the grain firmly pressed down. The grain is then piled up cone-shaped and gently patted, the measurer scooping out a hollow every so often to spread the grain out. The result of all this care is that when he is thru, not another kernel can be added. For his services the measurer receives half a piastre—about one cent.

The inhabitants of Palestine are ignorant, dirty, and quite content with things as they are. They follow methods that were in vogue five hundred years ago, and under Turkish rule they will probably remain unchanged five hundred years hence.

IN THE STORM'S PATH.

The recent heavy storms of the past few days have wrought much havoc thruout the country and many grain men are among the sufferers. Definite information from the stricken districts is hard to secure since the wires are down, but from the meager details received it is believed that many elevators have been damaged and destroyed.

At Woodbine, Ia., the elevator was blown across the tracks, the wreckage holding the trains almost all night. The towns of Yutan and Ashland, Neb., are reported wiped out and at both of these stations were two elevators. Other points in the path of the storm at which elevators were located are, Berlin, Neb., Bartlett, Ia., Weston, Ia., Danville, Ia., Neola, Ia., Glenwood, Ia., LaFayette, Ind., Sterling, Ill., and Erie, Ill.

At Flora, Ind., the roof the elevator of Catron Bros. was blown off.

J. S. Calkins of La Porte, Ind., reports that the town of Westville, Ind., suffered severely but says definite information is lacking, as all telephone and telegraf wires are down.

The Morrow Grain Co. of Wabash, Ind., writes: A severe wind storm passed over us Mar. 21 and did a vast amount of damage to the country. The roof of our elevator at Rich Valley was damaged, and traffic over the traction lines is completely shut off, on account of wash-outs and damage along the way.

The Goshen Mfg. Co., Goshen, Ind., reports: We had a terrific windstorm here and much damage has been done. The roof of our plant was damaged to the extent of \$50 and it is rumored that the plant of the Ligonier Mill Co. was completely unroofed. Much rain fell and the river is very, very high.

Campbell & Co. of Kendallville, Ind., write: Our elvtr. escaped in the recent heavy windstorm, tho many buildings near it were unroofed and wrecked. Farmers have sustained considerable loss to property.

At Frankford, Ind., J. D. Fitch says: The storm did some damage to my elevator, blowing away some of the roofing, but the roof of the elvtr. of the Farmers Elevator Co. was entirely blown off and carried about a block away.

Illinois, Indiana, Iowa, Nebraska, Michigan and Wisconsin seem to have suffered the most from the tornado.

THE FIRST NATIONAL Conference on Marketing and Farm Credits will convene at Chicago April 8, 9 and 10. The purpose of the conference is to discuss plans for bettering the methods of distributing and marketing farm products, and also reducing the cost of farm loans. All persons interested in these matters are invited to attend.



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Grain Dealers in Streets of Bethlehem. Before Church of the Nativity. Give Full Measure.

TAXATION OF GRAIN IN Transit.

The Supreme Court of the United States on Feb. 24, 1913, gave a decision in the suit by E. R. Bacon against the people of Illinois, clearing up the law on taxation of grain in transit.

Personal property in transit in interstate commerce may not be subjected to local taxation because the owner is a resident of the state, and the property is within the limits of the county where the assessment is made.

Grain shipped from southern and western states under contracts for its transportation to eastern cities, but afterwards purchased while in transit by a resident of Illinois, with the intent to forward it promptly according to the shipping contracts, after exercising the privilege reserved therein of removing it from the cars at Chicago for inspection, weighing, etc., may be assessed for local taxation while actually in his private grain elevator at Chicago, to which it had been removed for the aforesaid purposes.

The suit came before the court on appeal from a decision of the Supreme Court of Illinois which affirmed a judgment of the Municipal Court of the City of Chicago for the amount of tax assessed against E. R. Bacon on grain in the Wabash Elevator at Chicago in 1907. The state court had overruled Mr. Bacon's contention that the tax was upon an article in interstate commerce. The facts agreed to are:

E. R. Bacon had, on April 1, 1907, and for many years prior, his residence and domicile in the town of Lake View, in the county of Cook, and state of Illinois; on the 1st day of April, 1907, and prior thereto he occupied and controlled a certain private grain elevator known as Wabash Elevator, and that the said grain elevator was located at 33d and Waterville streets in the town of South Town, in the city of Chicago, county of Cook, and state of Illinois; that the only personal property in the town of South Town owned by the defendant on April 1, 1907, was certain grain stored in the said elevator above mentioned, and certain personal property used by him in his business office located at 234 La Salle street in the city of Chicago, and that the said business office and the said personal property used by said defendant therein was not then a part of or in any way connected with said grain elevator; that the said defendant, E. R. Bacon, has paid the tax assessed on Apr. 1, 1907, on all the personal property used by him in his said business office located at 234 La Salle street, in the city of Chicago; that E. R. Bacon has paid the tax assessed on April 1, 1907, on all his personal property located in the town of South Town, except the tax assessed on the grain which was stored in the Wabash Elevator; that all of said grain stored in the said Wabash Elevator on Apr. 1 was sold to the defendant, E. R. Bacon, by various persons domiciled in and residents of various states in the southern and western portions of the United States, and that the said persons who sold the said grain to the said defendant, E. R. Bacon, did, prior to the said sale, and the shipment of said grain, as hereinafter mentioned, enter into certain contracts with certain railroad companies for the transportation of said grain to the cities of New York and Philadelphia and various other cities in the eastern portions of the United States, all of said cities being outside of the state of Illinois, in and by which said contracts the said persons reserved the right to the owners of the said grain to remove said grain from the cars of the said railroad companies at the city of Chicago, Illinois, for the mere temporary purposes of inspecting, weighing, cleaning, clipping, drying, sacking, grading, or mixing, or changing the ownership, consignee, or destination of said grain; that after the making of the said contracts by the original vendors of the said grain and the said railroad companies, the said original vendors delivered to the said railroad companies, under and in accordance with the said contracts, the said grain for transportation to said cities of New York, Philadelphia and the said divers other cities specified in the said contracts of shipment.

That the said E. R. Bacon was, prior to and on Apr. 1, 1907, represented in the cities of New York, Philadelphia, and the said divers other cities in the said eastern portions of the United States by various agents, by and thru whom he disposed of grain and other commodities on the eastern

markets, and that all of the said grain above mentioned was purchased by him as aforesaid for the sole and only purpose of being sold and disposed of by and through his said agents in the aforesaid eastern cities, and that the said grain or any portion thereof was not at any time intended, by said original owners nor by said E. R. Bacon, for use, sale, or disposition in the state of Illinois.

That at the time the said grain was sold to the said defendant, E. R. Bacon, by the said original vendors thereof, domiciled in and residents of said southern and western portions of the United States, his sole and only intention regarding the said grain was that all of the said grain should be transported and carried from the place of its said original consignment to said railroad companies to the said points of destination named in the said contracts of shipment entered into between the said original vendors of said grain and the said railroad companies, as hereinafter mentioned.

That the said grain was sold to the defendant, E. R. Bacon, by the original vendors of said grain, along with the existing contracts of shipment between the said original vendors and the said railroad companies, and along with the said privilege of removing said grain from the said cars of the said railroad companies, which said privilege was reserved to the owner of the said grain in the manner and for the purposes hereinbefore mentioned; that in pursuance of the privilege which the defendant, E. R. Bacon, was entitled to under said contracts of shipment, as the owner of said grain, he removed said grain from the said railroad cars, and placed the same in his private Wabash Elevator, for the sole purposes of inspecting, weighing, cleaning, clipping, drying, sacking, grading, and mixing, as specified in said contracts of shipment, and not for the purposes of changing the ownership, consignee, or destination of said grain; and that said grain remained in said elevator for only such time as was reasonably necessary for the purposes of inspecting, weighing, cleaning, clipping, drying, sacking, grading, and mixing; and that immediately after said grain had been inspected, weighed, cleaned, clipped, dried, sacked, graded, and mixed, it was turned over again to the said railroad companies for shipment to the said eastern cities in accordance with the said provisions of the said original contracts of shipment entered into between the said original vendors of said grain and the said railroad companies, and that the said grain was thereupon forwarded by said railroad companies to its said original points of destination.

That the said grain so placed and contained in the said elevator was not, nor was any part thereof, at any time on, before, or after April 1, 1907, sold or disposed of or consumed in the state of Illinois, but that said grain and each and every part thereof was transported out of said state to the points of destination, and in the manner and form aforesaid;

That on April 1, 1907, the board of assessors of Cook county, Illinois, assessed a tax against the said E. R. Bacon on the said grain contained in the Wabash Elevator on the 1st day of April, 1907, on a valuation of \$5,000, which was established by the board of review, and which was equalized by the state board of equalization, and that the tax levied thereon against the defendant, E. R. Bacon, for the year 1907, amounts to \$360; which is the tax to recover which the suit is brought; that the defendant owns certain personal property in the town of Lake View, county of Cook and state of Illinois, and that said personal property is contained in his said domicile and residence, and that the said defendant has heretofore paid all the taxes assessed on the said personal property on April 1, 1907, and that the said defendant, E. R. Bacon, owned, on April 1, 1907, no other personal property taxable by the taxing bodies of the state of Illinois other than that above mentioned.

OPINION.

Mr. Justice Hughes, after making the above statement, delivered the opinion of the court:

Did the enforcement of the local tax upon the grain in the elevator of the plaintiff in error amount to an unconstitutional interference with interstate commerce?

The supreme court of Illinois was of the view that if the grain was in transit in interstate commerce it was exempt from local taxation. In its opinion, that court said: "The sole question presented by this record is, was the grain upon which the tax was levied in transit on April 1, 1907? If it was so in transit, it was not liable to be taxed while passing thru the state to its destination. On the other hand, if it was not in transit, but had a situs in this state, it was subject to taxation under state

authority." In this view of the issue, the court sustained the recovery of the amount of the tax.

It is now contended, however, by the defendant in error, that the question thus defined was an immaterial one; that even if the property was in transit, and was the subject of interstate commerce, it was nevertheless liable to assessment, in common with the other personal property of the plaintiff in error, because he was a resident of the state, and the property was within the limits of the county where the assessment was made.

This argument proceeds upon a misconception of the ground upon which the power to tax articles actually moving in interstate transportation is denied to the states. That denial rests upon the supremacy of the Federal power to regulate interstate commerce. Its postulate is the necessary freedom of that commerce from the burden of such local exactions as are inconsistent with the control and protection of that power. The fact that such a burden is sought to be imposed by the state of the domicile of the owner, upon property moving in interstate commerce, creates no exception. That state enjoys no prerogative to make levy upon such property passing through it, because it may belong to its citizens. They, as well as others, are under the shelter of the commerce clause. The question is determined not by the residence of the owner, but by the nature and effect of the particular state action with respect to a subject which has come under the sway of a paramount authority.

This is clearly shown by the reasoning of the decisions which define the limits of the state taxing power with respect to property about to leave the state of its origin, or while it is on its way to its destination in another state. In *Coe v. Errol*, 116 U. S. 517, 29 L. ed. 715, 6 Sup. Ct. Rep. 475, the question was whether the products of a state (in that case timber cut in the forests of New Hampshire), though intended for exportation to another state, and partially prepared for that purpose by being deposited at a place or port of shipment, was liable to be taxed like other property within the state. The claim of immunity by reason of the fact that it was owned by nonresidents was at once disposed of. "If not exempt from taxation for other reasons," said the court (*id.* p. 524), "it cannot be exempt by reason of being owned by nonresidents of the state. We take it to be a point settled beyond all contradiction or question, that a state has jurisdiction of all persons and things within its territory which do not belong to some other jurisdiction." The case was put upon the same basis as though the timber had been owned by residents of New Hampshire, and the question was treated as being one with respect to the point of time at which goods produced within the state, which are the subject of exportation to another state, cease to be liable to state taxation. It was concluded that these articles could be taxed by the state until, but not after, they had been actually started in the course of transportation to another state, or had been committed to a carrier for that purpose.

The court said: "This question does not present the predicament of goods in course of transportation through a state, though detained for a time within the state by low water or other causes of delay, as was the case of the logs cut in the state of Maine, the tax on which was abated by the supreme court of New Hampshire. Such goods are already in the course of commercial transportation, and are clearly under the protection of the Constitution. And so, we think, would the goods in question be when actually started in the course of transportation to another state, or delivered to a carrier for such transportation." (*Id.* p. 525.)

After pointing out the importance of clearly defining, so as to avoid all question, the time when state jurisdiction over the commodities of commerce begins and ends, and after commenting on the established rule as to the power of taxation with respect to goods which had come to their place of rest within the state, for disposal and use (*Woodruff v. Parham*, 8 Wall. 123, 19 L. ed. 382; *Brown v. Houston*, 114 U. S. 622, 29 L. ed. 257, 5 Sup. Ct. Rep. 1091), the court thus restated its conclusion, in language applicable generally to the products of the state without distinction with respect to ownership by residents or non-residents: "But no definite rule has been adopted with regard to the point of time at which the taxing power of the state ceases as to goods exported to a foreign country or to another state. What we have already said, however, in relation to the products of a state intended for exportation to another state will indicate the view which seems to us the sound one on that subject; namely, that such goods do not cease to be part of the general mass of

property in the state, subject, as such, to its jurisdiction and to taxation in the usual way, until they have been shipped or entered with a common carrier for transportation to another state, or have been started upon such transportation in a continuous route or journey. We think that this must be the true rule on the subject. It seems to us untenable to hold that a crop or a herd is exempt from taxation merely because it is, by its owner, intended for exportation. If such were the rule in many states there would be nothing but the lands and real estate to bear the taxes. Some of the Western states produce very little except wheat and corn, most of which is intended for export; and so of cotton in the Southern states. Certainly, as long as these products are on the lands which produce them, they are part of the general property of the state. And so we think they continue to be until they have entered upon their final journey for leaving the state and going into another state." (*Id.* pp. 527, 528.)

In *General Oil Co. v. Crain*, 209 U. S. 211, 52 L. ed. 754, 28 Sup. Ct. Rep. 475, the owner of the property, which was sought to be subjected to an inspection tax in Tennessee, was a Tennessee corporation. The property was oil contained in the company's tanks at Memphis. It was contended that the oil in these tanks was in transit from the place of manufacture in Pennsylvania to the place of sale in Arkansas, and that the holding of it in Memphis was merely for the purpose of separation, distribution, and reshipment, and was for no longer time than required by the nature of the business and the exigencies of transportation. The court considered the question from the standpoint of the general power of the state to tax. The oil was held to be taxable, but not upon the ground that its owner was domiciled in Tennessee. It was recognized that if the oil were actually in transit, it would not be taxable. But it was found not to be in movement through the state; it had reached the destination of its first shipment and was held at Memphis for the business purposes and profits of the company. The principle applied was that announced in *American Steel & Wire Co. v. Speed*, 192 U. S. 500, 48 L. ed. 538, 24 Sup. Ct. Rep. 365. See *Kelley v. Rhoads*, 188 U. S. 1, 5, 7, 47 L. ed. 359, 360, 362, 23 Sup. Ct. Rep. 259; *Diamond Match Co. v. Ontonagon*, 188 U. S. 82, 93-96, 47 L. ed. 394, 398-400, 23 Sup. Ct. Rep. 266.

INTERSTATE COMMERCE.

We come, then, to the question whether the grain here involved was moving in interstate commerce, so that the imposition of the local tax may be said to be repugnant to the Federal power.

The following facts are shown by the agreed statement: The grain had been shipped by the original owners, who were residents of southern and western states, under contracts for its transportation to New York, Philadelphia, and other eastern cities, which reserved to the owners the right to remove it from the cars at Chicago "for the mere temporary purposes of inspecting, weighing, cleaning, clipping, drying, sacking, grading, or mixing, or changing the ownership, consignee, or destination" thereof. While the grain was in transit it was purchased by Bacon, the plaintiff in error, who succeeded to the rights of the vendors under the contracts of shipment. He was represented at the points of destination by agents through whom he disposed of grain and other commodities on the eastern markets, and the grain in question was purchased by him solely for the purpose of being sold in this way, and with the intention to forward it according to the shipping contracts; it was not his intention to dispose of it in Illinois. Upon the arrival of the grain in Chicago, Bacon availed himself of the privilege reserved and removed it from the cars to his private elevator. This removal, it is said in the agreed statement of facts, was for the sole purposes of inspecting, weighing, grading, mixing, etc., and not for the purpose of changing its ownership, consignee, or destination. It is added that the grain remained in the elevator only for such time as was reasonably necessary for the purposes above mentioned, and that immediately after these had been accomplished it was turned over to the railroad companies, and was forwarded by them to the eastern cities, in accordance with the original contracts of transportation. No part of the grain was sold or consumed in Illinois. It was while it was in Bacon's elevator in Chicago that it was included in the assessment as a part of his personal property.

But neither the fact that the grain had come from outside the state, nor the intention of the owner to send it to another state, and there to dispose of it, can be deemed controlling when the taxing power of the state of Illinois is concerned.

GRAIN NOT IN ACTUAL TRANSPORTATION.

The property was held by the plaintiff in error in Chicago for his own purposes and with full power of disposition. It was not being actually transported, and it was not held by carriers for transportation. The plaintiff in error had withdrawn it from the carriers. The purpose of the withdrawal did not alter the fact that it had ceased to be transported and had been placed in his hands. He had the privilege

of continuing the transportation under the shipping contracts, but of this he might avail himself or not, as he chose. He might sell the grain in Illinois or forward it, as he saw fit. It was in his possession, with the control of absolute ownership. He intended to forward the grain after it had been inspected, graded, etc., but this intention, while the grain remained in his keeping, and before it had been actually committed to the carriers for transportation, did not make it immune from local taxation. He had established a local facility in Chicago for his own benefit, and while, thru its employment, the grain was there at rest, there was no reason why it should not be included with his other property within the state in an assessment for taxation which was made in the usual way, without discrimination. *Woodruff v. Parham*, 8 Wall. 123, 19 L. ed. 382; *Brown v. Houston*, 114 U. S. 622, 29 L. ed. 257, 5 Sup. Ct. Rep. 1091; *Coe v. Errol*, 116 U. S. 517, 29 L. ed. 715, 6 Sup. Ct. Rep. 475; *Pittsburgh & S. Coal Co. v. Bates*, 156 U. S. 577, 39 L. ed. 538, 5 Inters. Com. Rep. 30, 15 Sup. Ct. Rep. 415; *Diamond Match Co. v. Ontonagon*, 188 U. S. 82, 93-96, 47 L. ed. 394, 398, 400, 23 Sup. Ct. Rep. 266; *American Steel & Wire Co. v. Speed*, 192 U. S. 500, 48 L. ed. 538, 24 Sup. Ct. Rep. 365; *General Oil Co. v. Crain*, 209 U. S. 211, 52 L. ed. 754, 28 Sup. Ct. Rep. 475.

The question, it should be observed, is not with respect to the extent of the power of Congress to regulate interstate commerce, but whether a particular exercise of state power, in view of its nature and operation, must be deemed to be in conflict with this paramount authority. *American Steel & Wire Co. v. Speed*, 192 U. S. pp. 521, 522, 48 L. ed. 546, 547, 24 Sup. Ct. Rep. 365. Thus, goods within the state may be made the subject of a nondiscriminatory tax, though brought from another state, and held by the consignee for sale in the original packages. *Woodruff v. Parham*, 8 Wall. 123, 19 L. ed. 382. In *Brown v. Houston*, 114 U. S. 622, 29 L. ed. 257, 5 Sup. Ct. Rep. 1091, the coal on which the local tax was sustained had not been unloaded, but was lying in the boats in which it had been brought into the state, and from which it was offered for sale. In *Pittsburgh & S. Coal Co. v. Bates*, 156 U. S. 577, 39 L. ed. 538, 5 Inters. Com. Rep. 30, 15 Sup. Ct. Rep. 415, coal had been shipped from Pittsburgh to Baton Rouge in barges which, to accommodate the owner's business, had been moored about 9 miles above the point of destination. The coal, while remaining on the barges under these conditions, was held subject to taxation. In *General Oil Co. v. Crain*, 209 U. S. 211, 52 L. ed. 754, 28 Sup. Ct. Rep. 475, the oil which had been brought from Pennsylvania to Memphis, a distributing point, was held in tanks, one of which was kept for oil for which orders had been received from Arkansas, Louisiana, and Mississippi prior to the shipment from Pennsylvania, and which had been shipped especially to fill such orders. The tank was marked, "Oil Already Sold in Arkansas, Louisiana, and Mississippi." The local tax upon this oil, which remained in Tennessee only long enough (a few days) to be properly distributed according to the orders, was sustained.

In the present case the property was held within the state for purposes deemed by the owner to be beneficial; it was not in actual transportation; and there was nothing inconsistent with the Federal authority in compelling the plaintiff in error to bear with respect to it, in common with other property in the state, his share of the expenses of the local government.

Judgment affirmed.

GERMAN FLOATING ELEVATOR.

In order to facilitate the transfer of grain from ocean steamers to lighters or river boats, German engineers have constructed a floating elevator. River traffic in Germany is very heavy, and a great deal of grain is transported inland in river barges. The elevator is also useful for transferring grain to lighters where harbor conditions prevent ocean-going vessels from docking. The accompanying illustration gives a clear idea of its construction. A derrick, mounted on a scow, supports an adjustable bucket elevator. A belt conveyor carries the grain from the bucket elevator to two spouts arranged to deliver to boats moored on either side of the scow. A hoisting drum is also mounted on the scow to move the leg into any position desired.



Floating Grain Elevator Used in Germany.

KANSAS CO-OPERATIVE ELEVATORS Form Ass'n.

At a meeting held at Hutchinson, Kan., Mar. 10 the managers of 22 farmers elevator companies organized the Kansas Farmers Grain Dealers Ass'n.

The delegates had a busy session. In the forenoon the following com'ites were chosen by J. A. Lyons, temporary chairman:

Com'ite on constitution and by-laws, G. R. McCormack, W. E. Railsback, A. J. Plush, Chas. Cooper, and G. D. Estes. Com'ite on permanent organization: Chas. H. Augustus, D. J. Razlaff, and B. Bryan.

Com'ite on order of business: A. E. Dickhut, W. S. Yundt, and J. T. Fletcher.

One of the first official acts of the new ass'n was to send a telegram to Gov. Hodges demanding the passage of the grain inspection bill then being considered by the Legislature, which wud put an end to compulsory grain inspection.

The Ass'n also passed a resolution requesting railroads to make a reduction of 50c a ton in the rate on coal from Colorado mines during the summer months in order to encourage the purchase of coal in summer and relieve the car shortage when the crops are moving.

During the afternoon session a number of speeches were made. Dean J. H. Miller of the Extension Dept. of the Kansas Agri. College spoke of the work being done by that school along co-operative lines for the farmer.

"Twenty-seven years ago," he said, "the state appropriation for work among the farmers was \$2,000. Now we have an appropriation of \$40,000 for this specific work, with 27 men carrying the state college to the farmers and helping to grow better crops, build better bridges, maintain better roads, and doing demonstration work helping to co-operate in growing crops."

A constitution was also adopted and officers elected. The constitution provides that any co-operative ass'n of actual farmers may have membership in the state organization. Each ass'n will have five votes. The annual dues are

\$10 for each ass'n. The officers and directors elected will receive \$3 per day for service actually put in.

The following officers were elected: J. A. Lyons, pres., D. Somers, vice-pres., and G. W. Lawrence, sec'y-treas. The directors are A. C. Bailey, A. D. Einsel, G. D. Estes, and Lee Miller.

The following elevator companies signed the membership roll as charter members: Bloom Grain & Supply Co., Bloom; Cheney Grain Co., Cheney; Farmers Grain Co., Dundee; Frizell Grain Co., Frizell; Farmers Elevator Co., Abilene; Farmers Grain Co., Belpre; Farmers Grain & Merc. Co., Penalosa; Farmers Union Grain Co., Pratt; Farmers Grain & Elevator Co., Cunningham; Farmers Grain & Supply Co., Burdette; Farmers Grain & Supply Co., Greensburg; Farmers Elevator Co., Langdon; Hudson Grain & Supply Co., Hudson; Farmers Grain Co., Radium; Kinsley Grain Co., Kinsley; Offerle Grain Co., Offerle; Preston Grain & Merc. Co., Preston; Pawnee County Grain Co., Larned; Stafford Grain & Supply Co., Stafford; Turon Elevator & Merc. Co., Turon; Union Grain Co., Rozell; and Farmers Elevator Co., Inman.

The directors decided to hold the next meeting of the Ass'n at Larned on May 20. Printed copies of the constitution and by-laws will be mailed to all co-operative elevators in the state in an effort to induce them to join the Ass'n.

THE NEW YORK BILL to increase the tax on sales of securities from \$2 to \$4 will be dropped, according to an announcement made by Gov. Sulzer.

BEVERLY T. GALLOWAY has been appointed assistant sec'y of Agri. by Pres. Wilson. Dr. Galloway was Chief of the Buro of Plant Industry, which he organized in 1902 and which he has been at the head of ever since. He was born in Boone County, Mo., in 1863 and educated at the Agri. College of the Missouri State University. He entered government service in 1887 as assistant pathologist under Norman J. Colman, then Commissioner of Agri.

1913 ELEVATOR AT MOROCO-co, Ind.

Morocco, Newton County, Ind., is located at the crossing of the C. & E. I. and C. I. & S. Rys., in a rich grain section, and it is but natural that it should be selected as the place for the erection of a modern elevator.

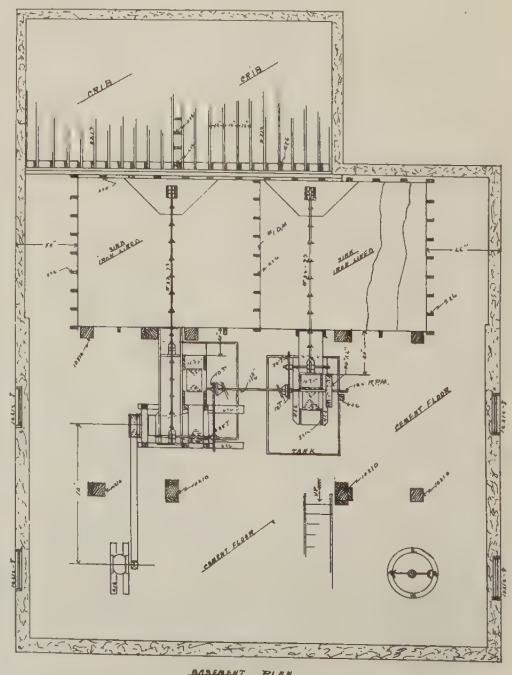
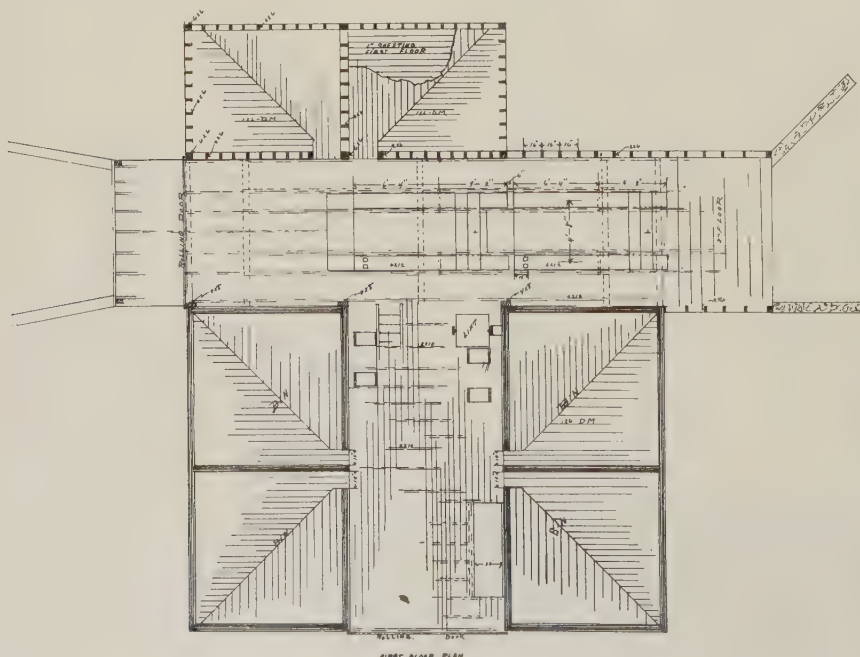
M. Duffy is the fortunate owner of the new plant designed and erected at this point by L. J. McMillin. A heavy concrete foundation supports the ear corn crib and the driveway, as well as the elevator proper.

The elevator proper is 24x36 ft., 40 ft. to plate. It is surmounted by a cupola 18x24 ft. and 27 ft. high. The main building is supported by a heavy concrete foundation, having solid foundation enclosing the main building and driveway. The center supports of the building are sustained by heavy concrete piers, projecting 6 inches above the basement floor. The entire basement under the elevator, the driveway and the corn crib has a cement floor. All retaining walls and the wing walls of the approach and descent of driveway are of heavy concrete.

The elevator proper has 4 deep hopper bottom bins of 4,000 bus. capacity each and 2 overhead bins of 2,000 bus. capacity each. The space over the driveway is subdivided, so as to provide bins for dust, corn and wheat screenings and small bins for seed grain.

The elevator proper is constructed of hemlock cribbing. The ear corn crib is of studded construction 12x24 ft., and divided into 2 bins of 1,000 bus. capacity each. Its sides are formed of 7/8x6 inches beveled crib slats, nailed on over galvanized iron cloth. This prevents corn leaking out and keeps out rodents and birds.

The ear corn crib bins, like all others, are hoppers, and may be used for storing oats. These two bins discharge into the sinks under the driveway, from which grain may be dragged to the boot of either leg. Each of the boots rest in a steel tank 5x7 ft. square and 30 inches deep.



First Floor and Basement Plans of M. Duffy's 1913 Elevator at Moroco, Ind. (See facing page.)

In the driveway are 2 Constant Safety Self-Locking Dumps, with automatic dump controllers. Under each dump is a sink of 150 bus. capacity. Each chain drag is equipped with a Gonstant Feeder and one of these feeders is so arranged that it will discharge either small grain or ear corn, or permit the ear corn to pass to the 600 bu. ear corn sheller. The sheller is driven direct from a 10 h. p. G. E. motor. Each feeder may be thrown in or out of gear by means of a friction clutch, operating from the working floor.

A ball-bearing manlift, as well as stairway, provides easy access to the different floors. Each of the two stands of elevators is equipped with 15x7 inch ear corn buckets, and so arranged that either leg can be used for ear corn or small grain. Grain from each head is diverted to cleaner or bins, as desired, by a 14 inch turnhead. Power for the legs is supplied by a 15 h. p. G. E. motor in cupola, which also drives a No. 16 U. S. Cleaner in cupola. Power is shut off from either leg, as desired, by means of a friction clutch. Grain from the cleaner is diverted as desired, by another turnhead. Grain may be turned from the 1500 bu. automatic scale in cupola to bins, or shipping spout.

The main building is covered with 1 1/4 in. corrugated galvanized iron siding. The cornice of the roof is covered with smooth galvanized iron and the roof is formed of Standard Manville Roofing, made by the H. W. Johns-Manville Co. The plant is conveniently arranged, well constructed and complete in every detail.

THE MILLERS NATIONAL Federation will hold its annual meeting in Chicago, Apr. 11.

HOW CLAIMS ARE HANDLED by the Indiana Ass'n.

Grain dealers in all parts of the country have suffered so many losses at the hands of fakirs posing as credit or freight claim collection buros, it is a decided relief to learn that one ass'n is doing effective work along this line and at small expense to the shippers.

Chas. B. Riley, secy of the Indiana Grain Dealers Ass'n says, "Our claims department has docketed 198 claims since we opened our books, and secured settlement of 126, with 23 rejected and the balance under investigation, some of which have but recently been filed.

"We have not filed all the claims presented, as it has been our practice to examine carefully each and every claim, and where they fail to disclose a liability, we return them to claimant with explanations. We have deviated a little from this practice in cases where we thought possibly investigation by the carrier and otherwise might disclose a liability. We have also returned some claims to claimants, recommending that they bring suit on same. These were usually claims that were legal liabilities, but the character of some and the proof to sustain them could not be developed so as to authorize the claim departments to pay them, as such departments are limited in the scope of their authority.

"One instance will serve to show the importance of following the cases to the proper tribunal. One of our members ordered a 60M capacity car for wheat, to be shipped to New York for export. The carrier could not furnish the car promptly, and the agent advised the shipper that they would furnish an 80M car, and he could load and they would bill it

as if it were a 60M. This was done, and the expense bill properly marked. Upon its arrival in New York the billing was changed and the authority to bill repudiated, thus causing the shipper to pay an excessive amount of freight. A claim for the excess was filed with the claim department of the carrier, and rejected. It was refiled and rejected, with statement that there was no tariff authority for the billing.

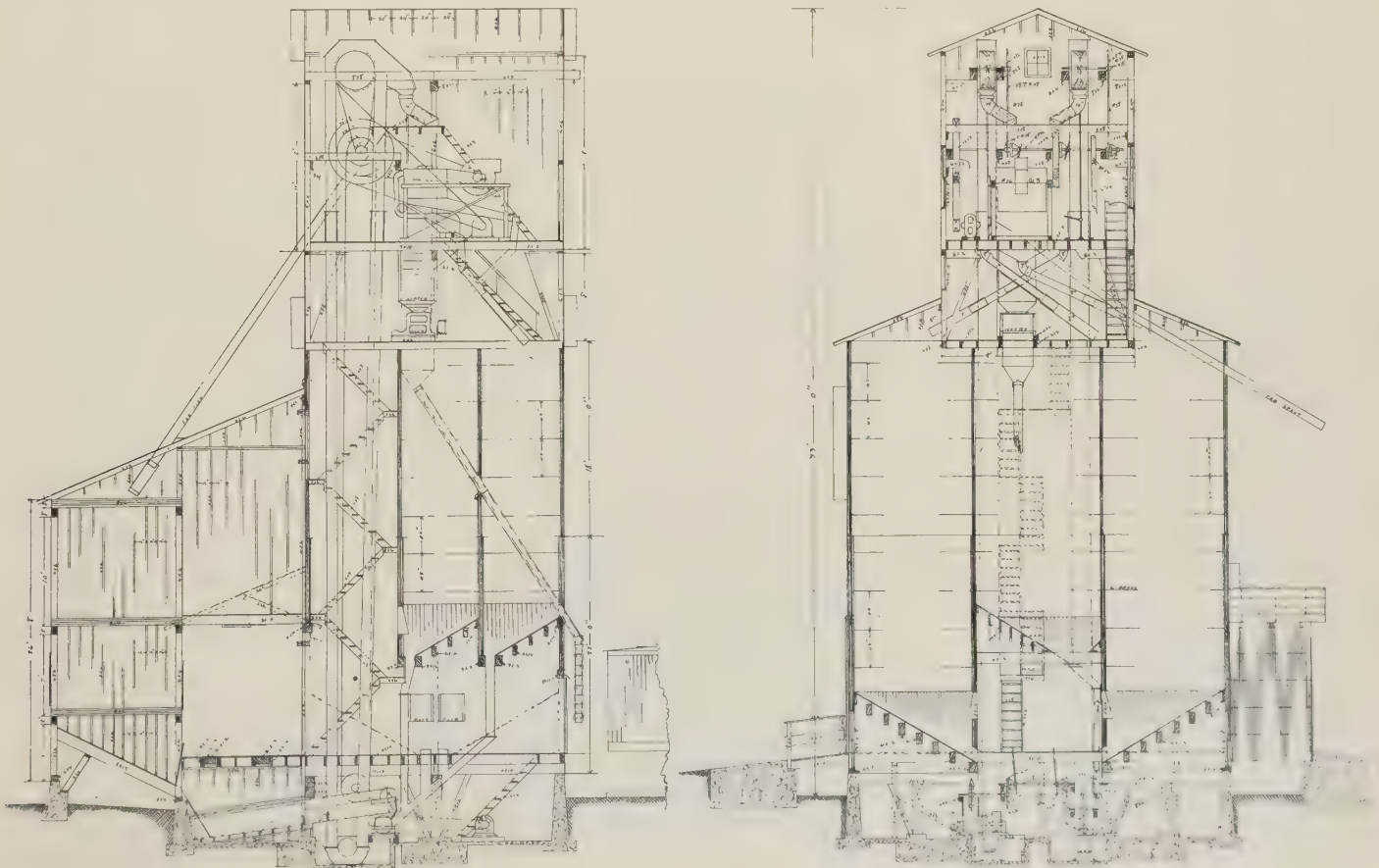
"We made a formal case of it and filed with the Interstate Commerce Commission asking for reparation. The case was tried out and order issued and amount paid. This procedure consumed considerable time, but we accomplished the object of our effort."

Exports of Breadstuffs.

Exports of breadstuffs during the eight months prior to Mar. 1 included 67,392,410 bus. of wheat, 7,814,937 bbls. of wheat flour, 30,794,511 bus. of corn, 31,995,836 bus. of oats, 737,243 bus. of rye, and 13,843,428 bus. of barley; compared with 25,623,745 bus. of wheat, 7,704,774 bbls. of wheat flour, 31,158,600 bus. of corn, 1,142,297 bus. of oats, 1,990 bus. of rye, and 1,359,255 bus. of barley during the eight months ending Mar. 1, 1912.

Wheat exports totaled 4,344,169 bus. in February; compared with 1,156,943 bus. in February, 1912. The total value of the breadstuffs exported during the eight months ending Mar. 1 was \$143,528,378; compared with \$84,621,961 for this period in 1912, as reported by O. P. Austin, of the Buro of Statistics.

THE THIRD NATIONAL DRAINAGE Congress will convene at St. Louis, Mo., Apr. 10 for a three days' meeting.



End Elevation and Side Elevation of M. Duffy's 1913 Elevator at Morocco, Ind (See facing page.)

Grain Carriers

The Grand Trunk System during 1912 ordered 5,000 box cars and 100 locomotives.

Private car lines will be investigated by Interstate Commissioner McChord, with the assistance of fifty special examiners.

The Mountain, Valley & Plains R. R., it is reported, will be built to run eastward from Charron, N. M., to Guthrie, Okla.

The Grand Trunk is negotiating for the purchase of 3,000 forty-ton box cars. This road will soon order about 10,000 cars.

The Grand Rapids & Northwestern Ry. proposes to build a railway from Ludington to Grand Rapids, Mich., and to operate car ferries between Milwaukee and Manitowoc, Wis., and Ludington.

We hope to have a decision by the Court of Appeals of New York in the grain door case which we have been prosecuting for some time. This case was argued at Albany this week.—L. G. Loomis & Son, Victor, N. Y.

Loren E. Huntley of New York, was awarded \$10,622.63 by the United States Court at Buffalo, covering his loss on two grain laden canal boats which were sunk in the Erie Canal the night of Oct. 9, 1909, by striking rocks left in the canal by a construction company.

The rate of 21c on corn from Hoppers, Ia., to Kansas City, Mo., is declared excessive and discriminatory in a complaint filed by the Tiedeman Elevator Co., Sioux City, Ia., against the C. & B. & Q., C. & N. W., and C., St. P. M. & O. Rys., before the Interstate Commerce Commission.

The Pacific & Hudson Bay Ry. will be constructed from Bella Coola, B. C., to Smokey River, Alta., if the Dominion government passes a bill guaranteeing the road's bonds up to \$40,000 a mile, in accordance with established Canadian practice. If built, this railroad will open up the fertile Peace and Parsnip River valleys.

The Chicago & Alton R. R. paid \$358.80 in settlement of a claim for damages on account of delay to a grain shipment on account of a lack of car doors. The Illinois Central R. R. Co. also paid a claim for damages on account of discrimination in furnishing cars. Both claims were settled thru the good offices of the Illinois Grain Dealers Ass'n. Claim Dept. on behalf of the shippers.

A conference was held Mar. 21 at St. Louis, Mo., to oppose the advance of 1 cent per 100 lbs. in Illinois grain rates. Among those represented were the Illinois Grain Dealers Ass'n, and 12 grain exchanges. It was decided that Wm. R. Bach, atty. of the Illinois Grain Dealers Ass'n, present the case to the Interstate Commerce Commission and the Illinois Railroad & Warehouse Commission.

The Frontier Steamship Co., G. A. Tomlinson, agt., has brot suit against A. D. Thomson & Co. for \$841.63, covering the value of 900 bus. of wheat spilled into the waters of the slip alongside the Great Northern Elevator at Superior, Wis., while loading the steamer Weston last fall. The steamship company claims that the elevator men were responsible for the loss, while the latter insist that the boat crew was negligent.

A meeting of railroad representatives and millers will be held in Kansas City on Mar. 26 or 27 for the purpose of coming to a definite decision as to transit rules. The rules proposed provide for the abolition of the daily report, the keeping of an accurate record with daily cancellations of tonnage against outshipments on transit account, the abolition of the so-called color scheme, establishing a difference between various kinds of the same grain, and retention of the division-of-products rule, but applying it to each plant as a unit.

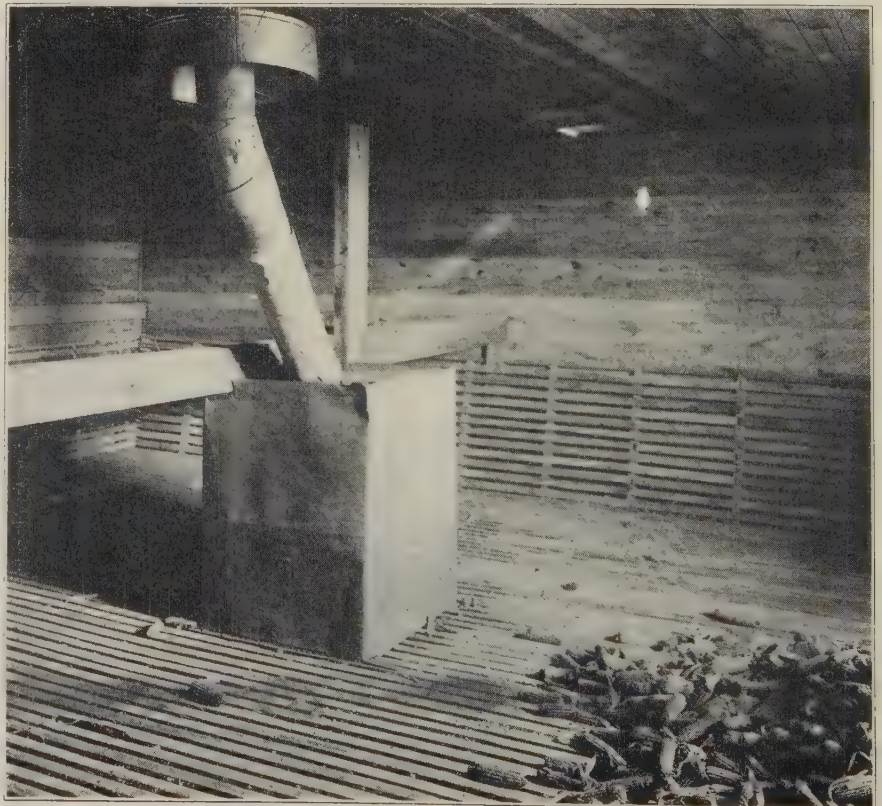
The Interstate Commerce Commission on Feb. 4 denied the request of the Kalmbach-Ford Co., Ltd., that the Kansas City Southern Ry. Co. establish a differential between the proportional rates on corn and corn products from Kansas City, Mo., to Shreveport, La. The Commission admitted that, because of heavier loading, the cost of transporting corn is slightly under that of transporting corn products, which would seem to justify a lower rate on the grain, but inasmuch as no such differential is to be found in all the eastern and southern territory, the Commission held that there was no justification for ordering it in the case at court.

The Wabash in Sup. 17 to ICC 2621 requires a minimum weight on all grain except oats, ear corn and grain screenings of 4,000 lbs. less than marked capacity of car, but in no case less than 36,000 lbs. on all cars of marked capacity up to 80,000 lbs.; cars of greater capacity, full loading, but not less than 80,000 lbs. The minimum weight for oats in cars up to 34 ft. in length is 30,000 lbs., over 34 ft., but not to exceed 36 ft., 40,000 lbs., and over 36 ft., 50,000 lbs. Ear corn takes a minimum weight of 30,000 lbs. in cars up to 28 ft. in length; 44,000 lbs. in cars over 28 ft. but not to exceed 34 ft., and 50,000 lbs. in cars over 34 ft. in length, effective Apr. 15.

A new bill which will protect shippers in every way and close every loophole thru which the railroads can avoid paying for damage to freight will be prepared by Senator LaFollette, assisted by Louis B. Wehle. The bill is intended to strengthen the Carmack amendment to the Hepburn Act, which gave the shipper reparation when a car of goods was damaged en route, but which has not proven adequate to completely protect shippers.

Southern Missouri millers made complaint before Interstate Commissioner Prouty at St. Louis, Feb. 28, that the Frisco and Rock Island Lines, by closing one of two routes open to freight moving from Frisco stations in Missouri to Rock Island stations in Arkansas, have been forcing them to pay 3c per 100 lbs. extra freight charges covering the back haul involved in following the only route left open to shippers. The millers requested that the railroads be forced to restore the direct route.

Recently wheat has been received at Mobile for export to Cuba, via the Munson Line, packed in single sacks. Attention is called to the fact that the tariff of the Munson Line, carrying rates from Mobile to Cuban Ports, requires that wheat must be packed in double sacks. This requirement is rigidly lived up to and no wheat for transportation by the Munson Line from Mobile to Cuba will be accepted at Mobile, unless packed in double sacks. All concerned are, therefore, cautioned to see that no shipments of this commodity are forwarded packed in single sacks, as on any shipments sacked in single sacks delay, inconvenience and expense can only result, as such consignments will, positively, be rejected by the Munson Line when tendered at Mobile, packed in single sacks, necessitating double sacking before forwarding. J. S. Taylor, foreign freight agent, Mobile & Ohio Railroad, Mobile, Ala.



Storage Crib of Novel Corn Drying Plant of N. J. Olsen Co., at Moorhead, Minn. [For description see facing page.]

All railroads will be required to disclose, under oath, before Apr. 15, what connection they have with water carriers. The Interstate Commerce Commission is collecting this information in connection with the provision in the Panama Canal law, which will make it unlawful after July 1, 1914, for any railroad company to own, control, or have any interest in any water carrier with which the railroad may be a competitor.

The first full cargo of wheat to leave Vancouver, B. C., was recently loaded into the Japanese steamer Fukoku Maru for the Orient. The cargo, amounting to 6,000 tons, was composed of both Canadian and American grain, ranging from grades one to five. The Japanese have purchased grain in American ports for some time, but seldom bot in Canadian ports. They now intend, however, to get a large quantity in Vancouver and will devote two steamers to this traffic.

The increases in freight rates on grain and grain products from Illinois points to eastern points, which in most instances were to become effective Mar. 15, were suspended by the Interstate Commerce Commission until July 8. The advance ranges from 1/2c to 3c per 100 lbs. The Commission suspended 213 tariffs, involving more than 400 railroads. The order states that by the proposed increases "the rights and interests of the public appear to be injuriously affected."

Express companies will be given a hearing by the Interstate Commerce Commission beginning Apr. 1 to argue against the proposed reductions in express rates and the establishment of the zone system of assessing charges (similar to that used by the parcel post), instead of the present method of rates and tariffs. The express companies insisted that the establishment of the proposed schedules wud bankrupt them, and the Commission asked them to keep a record of the movement of expressage for a certain period, showing the revenue actually received and the revenue which wud have been received under the proposed rates. The Commissioners have been holding hearings, and the present session will enable them to come to a decision.

The Rock Mill & Elevator Co. of Hutchinson, Kan., has brot suit against the A. T. & S. F. Ry. to recover \$4,115.20 for repairs which the elevator company made on 5,000 freight cars used for bulk grain shipments.

We have been granted special reparation by the Interstate Commerce Commission for the sum of \$84.69, being the overcharge on two cars of corn shipped from Tulsa, Okla., to Hereford, Tex., in 1910. Thru inadvertence of the tariff com'ite the thru rates were not clear, and we were charged the combinations of rate. This is the result of constant digging, but our efforts are finally rewarded.—Early Grain & Elevator Co., Amarillo, Tex.

Reparation Allowed.

The following reparations have been ordered by the Interstate Commerce Commission:

Armour Grain Co., Chicago, against C. & E. I. Ry., refund of \$94.66 as an elevation and grain door allowance on shipments of grain at Chicago and thence reshipped.

Galloway Bros. & Bowman, Waterloo, Ia., against Soo Line, refund of \$2,259.31, unreasonable rate applied on 18 cars of seed oats from Lajord, Sask., to Minneapolis.

Elwood Grain Co., St. Joseph, Mo., against the St. Joseph & Grand Island R. R., refund of \$52.90 as an elevation allowance on 13 cars of corn elevated at St. Joseph, Mo., and reshipped to points in Louisiana and Texas.

Magee Grain Co., Cairo, Ill., against the Illinois Central R. R., refund of \$83.19 on account of unreasonable rate applied on 11 cars of oats from Council Bluffs and South Omaha to Cairo for reshipment.

Early Grain & Elevator Co., Amarillo, Tex., against A. T. & S. F. Ry., refund of \$84.69 on account of unreasonable rate on 2 cars of corn from Tulsa, Okla., to Hereford, Tex.

South Chicago Elevator Co., Chicago, Ill., against the Illinois Central R. R., refund of \$418.97 on account of allowance for elevation and grain doors on 86 cars from Iowa and South Dakota points to Chicago for reshipment.

A NOVEL CORN DRYING Plant.

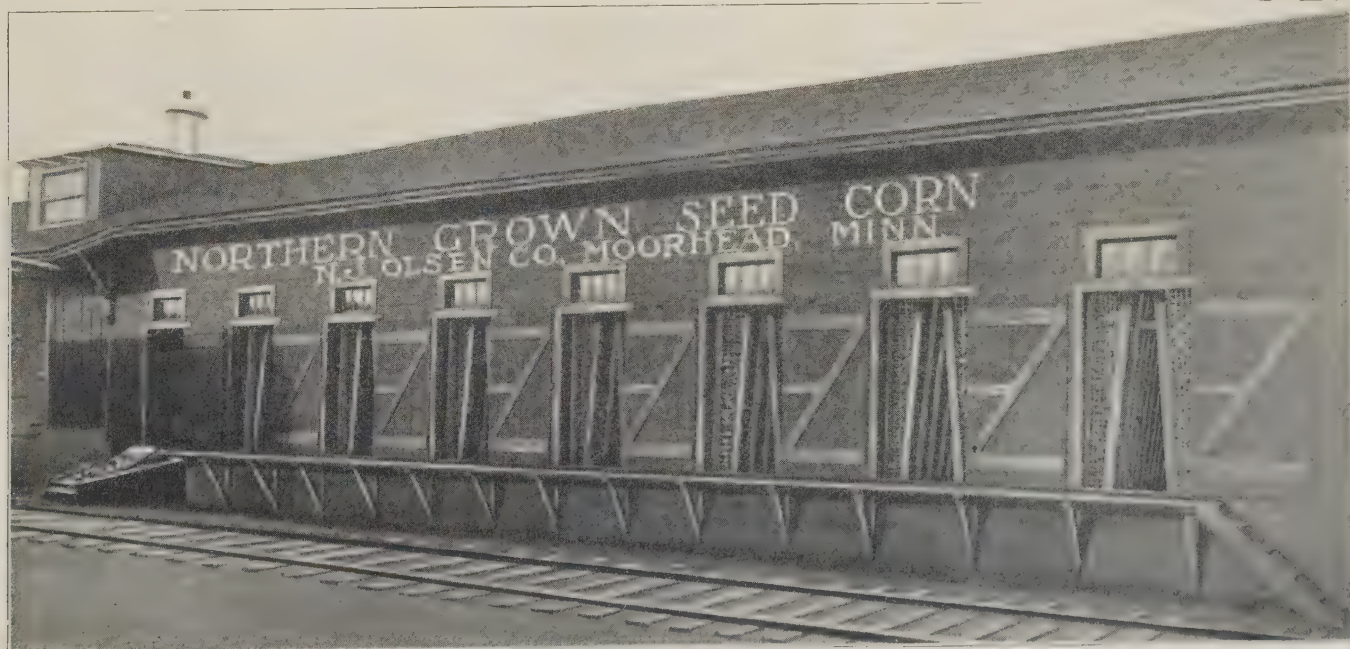
Seedsmen in the Northwestern states experience considerable difficulty in putting northern grown corn in fit condition for use as seed. On account of the unfavorable weather conditions it is impossible to cure corn in open air cribs. Northern grown corn also has a high moisture content, which makes it impracticable to shell it before drying.

In order to overcome this difficulty the N. J. Olsen Co. of Moorhead, Minn., has installed an interesting drying plant. In the exterior view of the company's storage house given herewith a conveyor belt will be seen at the left hand side. Corn is shoveled from cars or wagons onto this belt and carried into the cribs. The cribs are 4 ft. wide at top and 3 ft. at bottom, and are covered with heavy steel wire fencing. Cores 4 in. in diameter, made of the same material, are set in the corn as the bin is filled, the number of cores used depending upon the condition of the corn. During dry weather the side doors are opened, admitting air between the bins, so as to dry the corn out as much as possible. The Olsen Co. is considering the installation of a forced ventilation system in this building in order to dry out the corn more thoroly.

The dryer building proper is a two story, air-tight structure with a hot air furnace on the first floor and a storage crib on the second floor. The hot air from the furnace passes thru the openings in the floor of the crib, filters thru the corn, and escapes by means of ventilators in the roof. The building is made air-tight so as to prevent any counter air currents. By means of a large steel canopy over the furnace the warm air is distributed over the entire crib.

The plant, which cost over \$4,000, has a drying capacity of three carloads a week and a storage capacity of 10,000 bus. The storage cribs were designed by G. L. Tibert of the North Dakota Agri. College, Fargo, and the drying plant was designed and built by the Hess Warming & Ventilating Co., Chicago.

I could not get along without the Grain Dealers Journal.—W. M. Barbre, Moccasin, Mont.



Unloading Belt and Corn Storehouse of N. J. Olsen Co., Moorhead, Minn. (See facing page.)

Seeds

H. E. Parsons of Philo, Ill., reports heavy sales of clover seed.

B. F. Dalton has succeeded Dalton & Stalcup, seed merchants at Stigler, Okla.

The Lake Shore Seed Co. has established a branch office at Woodstock, Ont.

Lamar, Colo.—F. W. Saylor is now mgr. of the Lamar Seed Co.—Strain Bros.

The Berryman-Maupin Seed Co. of King City, Mo., has moved into its new building.

The Canadian Seed Growers Ass'n will hold its ninth annual convention at Ottawa, Ont., Mar. 6 and 7.

Clover and timothy meadows in excellent condition; promise big yield—H. C. Silver, Huntington, Ind.

The Albert Dickinson Co. will erect a six-story building at Minneapolis, Minn., to replace the building recently burned.

The North Dakota Senate has just passed Senate Bill No. 31, relating to selling, offering and exposing seed for sale.

Grass seeds have been sold up close in our county, and none has been carried over.—Robt. P. Dickinson & Bro., Bellefontaine, O.

H. W. Gordinier & Sons Co., Troy, N. Y., has registered the trade name "Gilt Edge" covering its line of field and grass seeds.

The Atlantic Seed Co., B. S. Buzzell, pres., and L. J. Coleman, treas., was recently incorporated at Augusta, Me., with a capital stock of \$30,000.

Malvern, Ia.—A shortage of seed corn exists in this section. The quality on high lands is good, but on low lands, very poor. Demand for seeds is fairly good. We are selling considerable ear tested corn.—Summers Seed House.

A car of timothy seed weighing 86,073 lbs., said to be the largest carload of this seed ever received at Chicago was sold Mar. 14 by Somers, Jones & Co., to the Albert Dickinson Co. for \$2,682. The car originated in western Minnesota and was sold by sample. At last year's quotations, it would have sold for \$11,176.

The Minnesota bill requiring that all agricultural seeds be labeled as to their germinating qualities and weed seed content was vigorously protested against recently by a delegation of Minneapolis and St. Paul seedmen before the Senate Committee on Agriculture and Horticulture.

The new Montana seed law (Senate bill No. 23) defines agricultural seeds to include red and white clover, alsike clover, alfalfa, Kentucky blue grass, brome grass, orchard grass, red top, meadow fescue, oats, barley, rye and buckwheat. For the full provisions of this act see page 290 of the Grain Dealers Journal for Feb. 25.

Marysville, O.—This county produced a large quantity of timothy and much of it will be carried over until next year. The alsike and clover market was practically a failure, but there promises to be big crops of both next year as the stands are excellent. The three seeds mentioned are about the only seeds produced here.—O. M. Scott & Son.

Kafir corn is remarkably well cured this season, and of the 800 cars we have handled so far not one has spoiled. The crop was saved in magnificent condition, and keeps better than Indian corn. The big drop in the market price, which was predicted in September by some eastern handlers, has not fully materialized, kafir having sold Mar. 18 at 91 cents.—F. M. Corbin, of B. C. Christopher & Co.

Speculation in clover seed is quiet. April trades are small and feeling sensitive. April may not be delivered until the end of the month, after the demand has subsided. Some March has not been delivered. Party who is apparently short has the seed but has been trying to help prices by not delivering until last few days. Still some scattered longs. October is the most active future.—C. A. King & Co.

Alfalfa seed labeled as Montana or Minnesota seed but actually grown in some other state, is being sold to Northwestern farmers in large quantities, according to Prof. C. P. Bull of the Agricultural Extension Division of the University of Minnesota. Seed produced in the southwestern states is neither as hardy nor as suitable for northern planting, and the farmers lose heavily because of this mis-labeling. The Extension Division of the University is starting a campaign to prevent the sale of seed which is not guaranteed.

Chicago received during the week ending Mar. 22 984,000 lbs. timothy seed, 266,000 lbs. clover seed, 229,000 lbs. other grass seeds and 12,000 bus. flaxseed, against 115,600 lbs. timothy seed, 16,400 lbs. clover seed, 100,400 lbs. other grass seed and 45,700 bus. flaxseed during the corresponding week of 1912. Shipments for the week have been 1,037,000 lbs. timothy seed, 362,000 lbs. clover seed, 751,000 lbs. other grass seeds and 8,000 bus. flaxseed; against 239,300 lbs. timothy seed, 206,300 lbs. clover seed, 1,484,500 lbs. other grass seeds and 21,200 bus. flaxseed during the corresponding week of 1912.

Toledo received during the week ending Mar. 22 1460 bags of clover seed, 130 bags of alsike seed and 537 bags of timothy seed; against 1750 bags clover seed, 160 bags alsike and 900 bags timothy seed during the corresponding week of 1912. Shipments for the week have been 6676 bags of clover seed, 517 bags alsike seed, and 1044 bags timothy seed; against 3350 bags clover seed, timothy and alsike not reported, for the corresponding week of last year. Receipts for the season have been 46,933 bags clover seed, 4,156 bags alsike and 48,145 bags timothy seed; against 34,229 bags clover seed, 7,767 bags alsike seed and 34,735 bags timothy seed during the corresponding period of 1911-12. Shipments for the season have been 43,499 bags of clover seed, against 34,273 bags clover seed for the corresponding period of 1911-12.

The regulations requiring all timothy, red clover, alsike and alfalfa seed to be graded and marked Extra No. 1, No. 1, No. 2 or No. 3, according to quality, will be strictly enforced. The inspection work so far conducted indicates that the wholesale dealers are sending out their seed properly graded, with perhaps very few exceptions and many of the retailers are also strictly complying with the provisions, although in some of the seed producing districts there is still some ungraded and marked Extra No. 1, No. 2 or

forts will be made this season to apply the Act to farmers and prevent them trading among themselves with seed that will not grade No. 3. Samples received at the seed laboratory indicate that there is a large amount of timothy seed in eastern Ontario and Quebec that will not grade on account of weed seeds. Much of this could be cleaned, with proper machinery, to grade at least No. 2, but there is danger of its being offered through the retail trade, or by farmers themselves, in an uncleaned condition, as very few farmers have equipment for cleaning small seeds.—Geo. H. Clark, Canadian Seed Commissioner, Ottawa, Ont.

RED TOP SEED.

The red top seed of the world may be said to be produced in a few counties in southern Illinois. In these counties red top seed is a staple crop and is considered a cash crop. Red top seed requires no special machinery, as does Kentucky blue grass, for its preparation for the market and, therefore, there is more open competition in connection with its trade.

The seed is produced in many cases in large quantities on individual farms, where it is thrashed and often cleaned before leaving the farm. The seed was at one time sold in the chaff on what is known as "points," or in other words, on the fancy or silver seed that the chaff would yield. This practice is now falling into disuse and in most cases the seed is sold on general appearances and weight.

Since the area over which the seed is produced is so small, numerous attempts have been made to corner the market, and some are said to be quite successful. A common practice for large wholesale dealers is to put buyers in the field some time in advance of harvest for the purpose of contracting with the farmer for his crop. While this is done to a large extent by local dealers who handle the seed in large quantities, jobbers also come in for their share of the crop.

One dealer in Olney, Ill., probably handles more red top seed than any other one dealer in the country. He not only buys in competition with other wholesale houses but frequently for other wholesale houses. This practice is quite commonly followed. While jobbers come in for their share of the seed the larger wholesale houses usually buy their supply either directly from the farmer or from the large local dealers. Terms in most cases are cash.

The main diversion points for red top seed are Fairfield, Centralia, and Rinard, Ill.

While red top is a cash crop and is grown as a staple and not as an incidental crop in southern Illinois, the farmers are not always in close touch with market conditions. It is frequently very difficult for a grower to estimate even as late as June what the price will be in July or August, when the seed is placed on the market.—From Report No. 98, by Geo. K. Holmes, statistical scientist, U. S. Dept. of Agriculture.

A LONDON COURT, in acquitting a firm of shady brokers who were being prosecuted for swindling, said, "There is not sufficient evidence to convict you, but if any one wishes to know my opinion of you I hope that they will refer to me." The following day the firm advertised in every available medium: "Reference as to probity, by special permission, the Lord Chief Justice of England."

CROP IMPROVEMENT.

The Agri. Buro of Johnson County, Mo., has employed C. M. Long as farm adviser.

Oat and other small seeds seem to be in poor condition this year. Tests made in several sections of the country reveal the fact that only 20% of the seed is fit for sowing. The result of these tests also points out the supreme importance of testing all seeds.

A seed center in every county is the aim of the Crop Improvement Com'te of the Council of Grain Exchanges. The Com'te is endeavoring to establish some point in each county where the farmer can purchase pure bred seeds, have his own seed tested, and secure information as to seed selection.

Otter Tail County, Minn., has received a check of \$1,000 from the Crop Improvement Com'te of the Council of Grain Exchanges, to assist in defraying the expenses of an agri. expert. The farmers have subscribed \$1,000, the state provides \$200 a year and the U. S. Dept. of Agri. will pay \$65 a month.

Alfalfa on every farm is the endeavor of Prof. P. G. Holden, Director Extension Dept., International Harvester Co. Prof. Holden, with the co-operation of bankers, granges, agricultural ass'ns, and commercial clubs is organizing a campaign in five different states to educate farmers to the advantages resulting from growing alfalfa.

The Crop Improvement Com'te of the Council of Grain Exchanges has mailed out 65 \$1,000 checks so far to counties employing agricultural advisors, and it plans to bring the number up to an even 100 before Apr. 18, which date marks the close of the first year of its work in encouraging the organization of farm buros by means of cash gifts.

The Lever agricultural extension bill, which died in conference at the close of the Sixty-Second Congress, will be urged for consideration in the coming special session by the National Soil Fertility League. Its pres., Howard H. Gross, says: "We believe in vocational education along the trades and industries, that is, essentially education for boys and girls learning a trade and taking the place of the old apprentice system. We also believe in teaching agriculture in the public schools, and we shud be glad to support any well considered bill that may be presented to accomplish this end. But we do not believe it wise or expedient to incorporate in a single bill all the legislation the country needs, especially combining an attempt at the education of minors in trade schools and the education of adults

in farming methods. While the League will bend its energies to the passage of the Lever bill, it might also very properly aid vocational education." The purpose of the Lever bill is to extend national aid to counties desiring to employ an agri. advisor. Already many of the counties in the country have employed experts for this purpose; with the Lever bill in force it is believed that every farming county in the United States wud employ a farm advisor.

From the Seed Trade.

Crawfordsville, Ind.—I am unable to compete with inferior grade of seed being offered by some seed firms. I note quotations at 90 cts. per bu. for seed corn. I know that no one can select seed corn, and furnish a grade that would do to plant, or that should be planted, at this price. I think something should be done about such class of seed.

I have personally inspected some of the seed being offered at this price, and it is only common corn, and a very poor common at that. I should think the grain men of the country would rise up in arms against this class of seed.

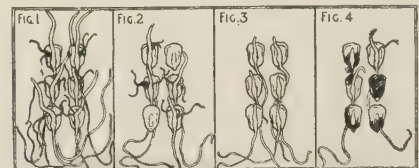
As I view the situation, there is no chance for an honest seed corn man to do any business at wholesale in furnishing seed that would do for seed corn, and make a profit out of his product. Maybe the trade will get its fill of this cheap seed after a while.—H. T. Stout.

COMPLAINT having been made by the London Corn Trade Ass'n of the foreign admixture in two shipments of barley on which "Examination certificates" had been given by G. H. K. White, chief grain inspector of the New York Produce Exchange, John Aspegren, pres. of the Produce Exchange, wrote the Corn Trade Ass'n Feb. 10 that the Exchange has no official grade of feeding barley, and that the certificates bear on their face all the facts as to which the inspector certifies, such as "shipping condition" and "test weight."

AS WARM WEATHER approaches great caution in loading corn is necessary. Shippers should be careful to make the loads small enough so that they can be properly inspected and sampled. Grain so loaded is at buyer's risk, after acceptance on official resample, the morning after sale. Cars loaded too full to sample properly remain at seller's risk until they reach buyer's elevators, and, if then out of condition, the loss, which frequently is heavy, falls on the seller. Winter shelled corn heats easily in warm weather and this point is well worth watching.—Somers, Jones & Co.

Simple Corn Testing Device.

By using the "rag doll" tester the farmer can determine the germinating power of his seed with very little trouble. The "rag doll" tester is merely a piece of bleached muslin 60 ins. long and 9 ins. wide. In the middle are marked twenty squares as shown in the cut. Each tester will thus test twenty ears, or sufficient seed for an acre. Each ear of corn is marked with the number corresponding to the square in which its kernels are placed; the rag is rolled up, tied loosely in the middle and placed in a pail of warm water. The pail should be covered with paper to preserve the heat. Three to twelve hours later the water should be drained off and the ends of the rolls covered with wet cloth. Two days later the pail should be again filled with warm



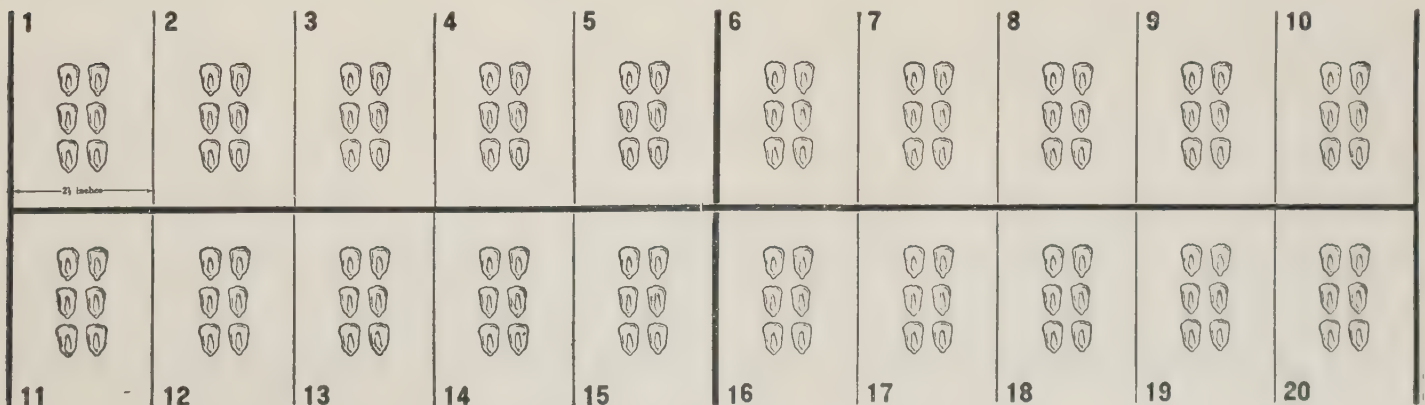
Vigorous and Weak Sprouts of Corn.

water, the rolls permitted to soak for ten minutes, and the water drained off. The pail should at all times be kept covered and in a warm place. In about seven days the rolls can be opened—this should be done carefully to avoid displacing the kernels—and the results noted.

In judging the germinated seed, it is not sufficient to note that the seed has or has not sprouted. Only the corn that shows strong, vigorous root and stem sprouts (as shown in Fig. 1 of the cut above) should be planted. Discard all ears showing one or more dead kernels (Fig. 2), also those sending forth weak sprouts (Fig. 3), and ears affected with mould (Fig. 4), which kills the sprout after it has started.

By this simple method the farmer can get an accurate information in regard to both the germinating power and vitality of his seed corn. The proper selection of the seed is the most important step in securing heavy yields. Carefully selected seed will give satisfactory yield under even unfavorable conditions; poor seed will turn out a disappointment even with the best cultivation.

The Crop Improvement Com'te of the Council of Grain Exchanges, Bert Ball, Sec'y, Chicago, is behind the "rag doll" testing process and is sending out millions of these testers. On account of the simplicity of this method, they hope to interest the school children and thru them awaken the farmers to the importance of testing seed.



Marking of the Twenty Squares on Cloths of Rag Doll Test.

Grain Trade News

ARIZONA.

Tucson, Ariz.—The plant of the Tucson Hay & Grain Co. was recently damaged by fire.

ARKANSAS.

Van Buren, Ark.—David F. Goldsmith, local mgr. for the Western Grain Co. of Fort Smith, died Mar. 18, at the age of 51. Mr. Goldsmith had been ill for the last 6 months.

CALIFORNIA.

San Francisco, Cal.—G. A. Cockerton and Wm. Schuller have let contract for a 110x125-ft. grain warehouse.

Los Angeles, Cal.—The partnership existing between myself and Seth J. Griffin of Ogden, Utah, under the firm name of the Seth J. Griffin Co., has been dissolved. I will conduct a similar business under my own name acting as agt. for shippers and receivers of grain, seeds, etc.—David W. Crane.

CANADA.

Edmonton, Alta.—Howard & Sons have bot the grain and feed business of the J. T. Pugh Grain Co.

Moose Jaw, Sask.—This city has offered the Canadian Grain Commission a site for a large elvtr.

Port Arthur, Ont.—The 2,500,000-bu. addition to the elvtr. of the Can. Pac. Ry. Co. has been completed.

Fort William, Ont.—J. P. Jones, former mgr. of the Empire Elvtr., will succeed F. E. Gibbs as a member of the board of grain commissioners.

Moose Jaw, Sask.—A. L. Irish, pres. of the National Sales Corporation, has been negotiating for the location of a flaxseed grinding mill to manufacture linseed oil and linseed oil cake.

Ft. William, Ont.—The Ft. William Starch Co. has let the contract to Jas. Stewart & Co. for a 1,000,000-bu. concrete corn receiving and storage elvtr. with one marine leg.

Moose Jaw, Sask.—At the recent meeting of the Grain Commission at this point, special binning of wheat, sample markets and the location and building of interior elvtrs. were the subjects discussed.

Quebec, Que.—The Harbor Com's'ners have let a contract to Jas. Stewart & Co. for a 1,000,000-bu. concrete elvtr. with two marine legs and one mile of conveyor galleries. Work on the foundations has been commenced.

New Westminster, B. C.—The first elvtr. established in this territory has just been opened by the British Columbia Grain Growers Agcy. with C. B. McAllister as mgr. of the company. The house has a capacity of 25,000 bus.

Regina, Sask.—During 1912, 243 new elvtrs. were erected in this province, giving an increased capacity of 7,064,000 bus. The total number of elvtrs. in the province is placed by the Board of Grain Commissioners at 1,252, with a total capacity of 36,503,000 bus.

Winnipeg, Man.—The Manitoba Grain Commission will give a decision at its next Winnipeg sitting, in the complaint of the elvtrs. companies against the recent decision of Judge Cassels at Regina, that the elvtr. companies shud be compelled to account for all over supplies and shortage in grain bins. Pres. T. A. Crerar, of the Grain Growers Grain Co., contends that the shippers shud expect only the net weight called for by their tickets.

Fort William, Ont.—The Western Terminal Elvtr. Co. has let the contract for the \$400,000 reinforced concrete elvtr. to the Burrell Eng. & Constr. Co. The working house will have a capacity of 100,000 bus. and the storage bins will hold 1,000,000 bus. Half of the plant will be built this year and the remainder in 1914.

Ft. William, Ont.—The Canadian Pacific Ry. has awarded the Canadian Stewart Co. a contract to build a 4,000,000-bu. annex to their elvtr. "D." The annex will be located along the river and equipped with 5 legs of 15,000-bu. per hour handling capacity each, and will be used for storage and loading to ships. It will also have 5 hopper scales of 1,000 bus. capacity.

Winnipeg, Man.—Examinations for deputy grain inspectors were held in the grain inspection office during the week of Mar. 21. About 12 men are taking the examinations, which last for a week. Samuel Spink is chairman of the examining board, and Nicholas Bawlf, W. L. Parrish, Alex. Hargraft and G. V. Hastings are the other members who have served for years. To these men, at the request of the grain commission, have been added Prof. John Bracken, seed specialist of the University of Saskatchewan, and Prof. S. A. Bedford, deputy minister of agriculture for Saskatchewan.

Calgary, Alta.—A bill providing for co-operative farmers elvtrs. has been introduced in the provincial legislature. It requires the government to advance 80% of the cost of the building or buying price of the elvtrs., the money to be repaid in 20 annual instalments. The management will be in the hands of the parent organization to be known as The Alberta Co-Operative Elvtr. Co., Ltd., with a provisional directorate composed of the executive of United Farmers of Alberta, and local boards at each point where an elvtr. is established. The company is required to establish an elvtr. at each shipping point where farmers owning or cultivating at least 6,000 acres, seeded to grain, request an elvtr. to be established and subscribe stock equal to the cost of establishing an elvtr. The elvtr. capacity must be at least 10,000 bushels for each 2,000 acres actually seeded to grain in the year. The parent company is given power to construct, acquire by purchase, agreement, lease or otherwise and to maintain, to operate grain elvtrs. and under certain conditions to make agreement, lease or otherwise, and to control and operate the grain elvtrs. in the province; to buy and sell and do all things necessary to the production, storing and marketing of grain.

COLORADO.

Sterling, Colo.—The J. K. Mullen Elvtr. Co. of Denver will build an elvtr. here.

Walsenburg, Colo.—Don Thompson is now mgr. for us.—Merc. Mill & Elvtr. Co.

Alamosa, Colo.—D. W. Kirkpatrick is now mgr. for us.—San Luis Valley Merc. Co.

Milliken, Colo.—An elvtr. and mill are being built at this station.—Lovejoy Bros., Berthoud, Colo.

Kersey, Colo.—I have succeeded Fischer & Sterlin, the partnership having been dissolved last fall.—W. C. Fischer.

Wray, Colo.—The farmers have organized here and are talking of buying or building an elvtr.—E. W. Lambert.

Canon City, Colo.—I have just sold my stock to U. E. Sidebottom but will stay with the company till April 10.—J. O. Stearns, retiring mgr., sec'y and treas. Peerless Flour Mills Co.

Haxtum, Colo.—The Farmers Grain & Trading Co. has let contract for a 30,000-bu. elvtr. on the C. B. & Q.—M. Anderson.

Colorado Springs, Colo.—We have bot the business of the Pattison-Dupuy Grain Co. and they are out of business here.—R. B. Liles Grain Co.

Padroni, Colo.—We are the only buyers at this station, Illiff, Hudson, Keensburg and Roggen. We expect to build warehouses at these points later.—O. M. Kellogg, of O'Donnell-Kellogg Grain Co., hdqts. Benkelman, Neb.

IDAHO.

Rexburg, Ida.—The Rexburg Farmers Elvtr. Co. is out of business.

Blackfoot, Ida.—I am now mgr. for the Blackfoot Farmers Mlg. Co.—L. M. Capps.

Lewiston, Ida.—Robt. Abel is now mgr. for the Pacific Coast Elvtr. Co.—Interior Whse. Co.

Julietta, Ida.—The Farmers Union Whse. Co. has succeeded Fred Halbrook.—E. W. Porter.

Curry sta., Filer p. o., Ida.—The Farmers Grain & Mlg. Co. has succeeded the Utah-Idaho Elvtr. Co.

Reubens, Ida.—J. P. Williams is now mgr. for the Vollmer-Clearwater Co.—Reubens-Roachdale Grain Co.

Rigby, Ida.—F. P. Robert is now mgr. for the Rigby Mlg. Co. and C. W. Bradford for us.—Rigby Mill & Elvtr. Co.

Buhl, Ida.—The Farmers Grain & Mlg. Co. has succeeded the Utah Idaho Elvtr. Co. at this station.—Buhl Mlg. & Elvtr. Co.

Nez Perce, Ida.—We have decided to handle some grain in bulk, but will not build an elvtr. this year.—Nez Perce Rochdale Co.

St. Anthony, Ida.—We contemplate the erection of elvtrs. at Chester and Drummond, on the O. S. L. R. R., during the summer.—Miller Bros. Co.

Elva sta., Ucon p. o., Ida.—J. C. Godfrey is now mgr. for the Gem State Roller Mill & Elvtr. Co. and I am mgr. for the Western Mlg. & Elvtr. Co.—F. B. Thomas.

Steuensenberg sta., Ferdinand p. o., Ida.—John H. Fay is now mgr. for the Farmers Union Co. and I am agt. for the Vollmer-Clearwater Co.—C. E. Manning.

Kimberly, Ida.—We have installed a Clipper Cleaner and a Barnard Light Running 3 Roller Mill.—Farmer Grain & Mlg. Co., successors to the Utah-Idaho Elvtr. Co.

Grangeville, Ida.—Otto Gotzenger is now mgr. for the Grangeville Mlg. Co. and C. H. Thompson for the Interior Whse. Co.—V. Peterson, mgr. of the Union Whse. & Supply Co.

American Falls, Ida.—The American Falls Mlg. Co. is increasing the capacity of the mill from 100 bbls. to 250 bbls. The remodeling will be completed in time for the new crop.

Grangeville, Ida.—The Farmers Union Whse. Co. has decided to build an elvtr. at this station and install cleaning machinery. It will also build houses at Fenn and Cottonwood.—F. H. Meader.

Moscow, Ida.—No new firms here, in fact some of the old ones are dropping out. The Inland Grain & Mlg. Co. and E. E. Ostroot are both out of business here.—P. K. Oeterson, agt. Interior Whse. Co.

Deary, Ida.—The Farmers Union is talking of building an elvtr. here this summer, to handle grain in bulk. It has cancelled its order for 25,000 grain sacks. I am now mgr. for the Mark P. Miller Mlg. Co.—Roy P. Drury, agt.

Lenore, Ida.—The Gifford Implement Co. has bot the warehouse of Wheeler & Larkee. Hollingsworth & Daggit do not handle grain this year. The Farmers Union Warehouse Co. may sell or lease to the Union Flour Mill Co. of Spokane, who contemplate building an elvtr. here to handle grain exclusively in bulk.—J. H. Johnston.

Filer, Ida.—The Utah-Idaho Elvtr. Co. has consolidated with the Farmers Grain & Mlg. Co. of Salt Lake City, Utah, and I. S. Lambing is mgr. The Idaho Stores Co. is out of business, and A. B. Wood, mgr., for the Filer Mlg. & Elvtr. Co., has resigned.—Farmers Grain & Mlg. Co.

Genesee, Ida.—The C. E. Woods Co. will go out of business in August, as Mr. Woods' health is failing. At several stations near here the farmers unions are expecting to build elvtrs. for the bulk handling of all grain.—F. J. Cornish, lessee of the grain whse. of the Seattle Grain Co.

ILLINOIS.

Malta, Ill.—A. D. Stanford will remodel his elvtr.

Dana, Ill.—Farmers are organizing an elvtr. company at this station.

New Lebanon, Ill.—The Neola Elvtr. Co. will install a motor in its elvtr.

Dwight, Ill.—The elvtr. of Harrison Bros. was damaged by fire, Mar 17.

Sidney, Ill.—I became mgr. of the Sidney Grain Co. on Feb. 27.—F. R. Best.

Ivesdale, Ill.—We will build a new office and coal sheds.—Rich & Blankenbaker.

Ivesdale, Ill.—Phillip McGraw has resigned as mgr. of the Farmers Elvtr. Co.

Triumph, Ill.—Chas. Bushy has resigned as mgr. of the Triumph Grain & Supply Co.

Burnside, Ill.—Samuel Carlyle has bot the elvtr. operated by the Missouri Com's'n Co.

Fisher, Ill.—Chas. Fairfield has been elected pres. of the Farmers Grain & Coal Co.

Cooksville, Ill.—The Cooksville Grain Co. has voted to discontinue the storing of grain.

Utica, Ill.—The elvtr. of Dunaway & Ruckrigel was recently slightly damaged by fire.

Alexander, Ill.—The Farmers Elvtr. Co. has been organized with a capital stock of \$10,000.

Roseville, Ill.—Efforts are being made to organize a farmers elvtr. company at this station.

Decatur, Ill.—John C. Roby, formerly in the grain business here, died Mar. 17, at the age of 77.

Fitchmoor sta., Mendota p. o., Ill.—The Fitchmoor Elvtr. Co. has bot the elvtr. of Aug. Funfsinn.

Lyndon, Ill.—Ralph Allen has taken over the interests of his partner in the firm of Allen & Overly.

Woodhull, Ill.—The Woodhull Grain Elvtr. Co. will equip its elvtr. with a Hall Signaling Distributor.

Symmerton, Ill.—E. W. Ponting has bot the elvtr. of A. N. Hilton, and will take possession May 1.

Stillwell, Ill.—The Union Grain Elvtr. Co. has been organized by farmers at this station; capital stock, \$2,500.

Neponset, Ill.—The capital stock of the Farmers Grain Elvtr. Co. has been increased from \$5,000 to \$15,000.

Edgewood, Ill.—C. B. Munday & Co. have bot the elvtr. of John M. Lieb & Son and I am mgr.—J. Lieb.

Denver, Ill.—W. E. Scott has bot the scales and grain office of Marshall Clark and will move them to the elvtr.

Bondville, Ill.—I am going to tear down my old elvtr. and build an entirely modern 30,000-bu. house.—S. G. Crawford.

Dewey, Ill.—Chas. G. Kornmeyer was caught in the machinery at one of the elvtrs., Mar. 10., and instantly killed.

Lodge sta., Monticello p. o., Ill.—We are going to build a 25,000-bu. thoroly modern elvtr. at this station.—Roy H. Jones & Co.

Cairo, Ill.—The Board of Trade tendered a banquet to its members, and their wives and friends, Mar. 11, at the Halliday Hotel. Over 100 diners were present.

Humboldt, Ill.—Arla Cuppy was married Feb. 26 to Miss Maude Munson of Lake-wood.

Weston, Ill.—We will rebuild our elvtr. burned last October but have not decided on a definite plan yet.—Graves & Hurlburgh.

Toluca, Ill.—I have succeeded S. P. Cunningham as mgr. of the Farmers Elvtr. Co., Mr. Cunningham having resigned.—J. C. McCrea.

Massbach, Ill.—The Farmers Grain Co. will build a 15,000-bu. elvtr. a mile west of this station on the new extension of the N. W. R. R.

Mindale sta., Mackinaw p. o., Ill.—The Farmers Grain Co. of Sutter has taken over the business of the Farmers Grain Co. at this station.

Warsaw, Ill.—The Farmers Grain & Supply Co., incorporated; capital stock \$15,000; incorporators J. L. Dougherty, R. C. Kerr and J. L. Hodges.

McNabb, Ill.—The McNabb Grain Co. incorporated; capital stock \$8,000; incorporators Conrad Kessler, Will C. Does, Fred. Kuhne and W. L. Mills.

Adrian, Ill.—We have installed a new Hall Distributing Spout, new belt, and cups and have made other repairs.—A. B. Harris, mgr. Adrian Elvtr. Co.

Lodge sta., Monticello p. o., Ill.—The old elvtr. of P. B. Webster is to be sold at auction, to satisfy a mortgage of \$2,000.—I. H. French & Co., Champaign.

Jacksonville, Ill.—Jacksonville Farmers Elvtr. Co. incorporated; capital stock \$10,000; incorporators, R. B. Reynolds, S. Baldwin, W. L. Leach and others.

Princeton, Ill.—The elvtr. of W. C. Brokaw, known as the Dole Elvtr., was recently threatened with destruction by fire. Prompt work saved the building.

Stockton, Ill.—Roland L. Coomber, formerly bookkeeper for the H. A. Hillmer Co. at Freeport, has bot the elvtr. of J. H. Rosenstiel, and will take possession April 1.

Monticello, Ill.—We have put a number of new bins and dumps in our elvtr. and are considering the advisability of painting the entire structure.—Monticello Grain Co.

Plainfield, Ill.—Because the three elvtr. companies at this station were unable to deliver grain on contract, on account of car shortage, the question of shipping via electric lines and canal is being investigated.

Decatur, Ill.—The A. E. Staley Mfg. Co. has let the contract to Jas. Stewart & Co. for a 500,000-bu. cleaning and storage concrete elvtr., also for a 50,000-bu. concrete gluten feed elvtr. for storage and bagging.

Saidora, Ill.—McFadden & Co. have just completed their new 25,000-bu. elvtr. The entire plant is equipped thruout with all modern machinery and is as nearly a one-man house as can be built. G. M. Sloan had the contract.

Illipolis, Ill.—Lee G. Metcalf, pres. of the Illinois Grain Dealers Ass'n, has been appointed by the sec'y of state to represent that body at the 8th annual conference of weights and measures at Washington, May 14 to 17.

Amenia sta., Cisco p. o., Ill.—A thoroly modern 30,000-bu. elvtr. will be built at this station by Robt. Alberton, and it is barely possible that we may take an interest in the business.—Roy H. Jones & Co., Lodge sta., Monticello p. o.

Cerro Gordo, Ill.—We have just installed an electric motor and will use current from the Illinois Traction System to furnish our power. We expect to install a gravity loading spout and an automatic scale.—Cerro Gordo Grain & Coal Co.

South Chicago, Ill.—The Baltimore & Ohio R. R. Co. has awarded a contract to Jas. Stewart & Co. to construct a \$400,000 concrete elvtr., to be completed by November. The railroad is giving the Stewart Company a free hand in designing the plant, specifying nothing but the time of completion. The plant is to be a complete transfer and cleaning elvtr.

Springfield, Ill.—At an informal meeting of members of the Illinois Grain Dealers Ass'n in this city, Mar. 14, a resolution endorsing the platform of the Illinois Highway Improvement Ass'n adopted Sept. 27, at the state convention in Peoria, was unanimously adopted.

Edwardsville, Ill.—E. J. Jeffress, senior member of E. J. Jeffress & Co., will retire from active business on account of ill health, and the firm will be dissolved. No disposition has yet been made of the elvtr. of the company in charge of W. F. Poos, junior member of the firm.

The following officers were elected at the annual meeting of the Northern Illinois Grain Dealers Ass'n, held at the Kaiserhof Hotel, Chicago, Mar. 14: Gus. Kersten, Plainfield, pres.; Edgar Taylor, Kankakee, vice-pres.; Frank Baker, Chicago, sec'y, and Paul Towns, asst. sec'y.

Champaign, Ill.—The shippers along the Illinois Central are still very short of cars and until more cars are supplied our business will be very light. We believe, however, that the dealers would sell freely if they could get cars. We feel that all corn in elvtrs. must move before germinating season, and that there will be no object in shippers holding oats, as prices on oats will be lower.—I. H. French & Co.

Bates, Ill.—The Central Illinois Grain Co. has been made defendant in a suit brot by John E. Walker, formerly employed in the elvtr. of the company, to recover \$25,000 damages for the loss of his left hand, May 9, 1912, when it was caught in the machinery at the elvtr. and so badly crushed and torn that amputation was necessary. He alleges that the machinery was unprotected and that the company was negligent in failing to equip it with guards.

Windsor, Ill.—The elvtr. of the Windsor Grain Co., containing 1,000 bus. of oats, 400 bus. of ear corn and 1,000 bus. of shelled corn, burned to the ground at 4 a. m., Mar. 13. W. B. Wallace, mgr., writes: We will build as modern an elvtr. as we can of about 25,000 bus. capacity, with all machinery necessary for cleaning, shelling, etc., with plenty of dump room for ear corn. We are figuring on electricity for power. We carried \$6,000 insurance on the building and \$2,000 on the grain. Our loss amounted to about \$7,500.

Urbana, Ill.—The Claims Dept. of the Illinois Grain Dealers Ass'n won two important cases in the McLean County Circuit Court during the February session. One was a judgment of \$358.80 against the C. & A. R. R. Co. for a shipper on that line for a failure to furnish car doors, whereby shipment was delayed until there was that amount of loss in the market difference. The other case was against the Illinois Central R. R. Co. for discrimination in furnishing cars, and the attorneys for the railroad company settled the case on the day when called for trial.

Mackinaw, Ill.—On Feb. 24 the Mackinaw Grain & Stock Co. bot of Frank L. Hinman and Chas. W. Holder, 3,611 lbs. and 24 lbs. of corn, delivered at Mackinaw, the price to be 43c per bus. if the corn graded No. 3, but 41c if it graded only No. 4. The corn was delivered at elvtr. and shipped to St. Louis, where it was found to grade No. 4, and the company therefore was liable to pay only 41c, or a total of \$1,480.68. The corn was raised on the land of Mr. Hinman by Mr. Holder, his tenant, and after its delivery owner and tenant became involved in a controversy, Holder representing that he was the owner of the corn and that settlement should be made with him, while Hinman declared he had a lien on the corn and notified the elevator people to pay him and not Holder. The elvtr. company claim \$20 due from Holder because of a mistake in paying him for oats sold Sept. 6, 1912, and has deducted it from the total due Hinman or Holder, leaving \$1,460.68 it stands ready to pay whoever is entitled to receive it. The grain company asked permission to pay the money over to Circuit Clerk C. O. Myers, and Judge Green signed the order. The clerk has received the money, and he will hold it until further order of the court.

The Illinois & Michigan Canal Commissioners are still working strenuously to secure an appropriation to rehabilitate the old canal, and incidentally save their bread and butter. They craftily shield their real motive, that of retaining a fat job, which requires neither brains nor labor, as conducted by them in past years, by basing their action on the recent demand of the federal government that the state fulfill its contract with the government by putting the canal into navigable condition.

Wapella, Ill.—J. M. Green & Son have let the contract to the Decatur Constr. Co. for an up-to-date elvtr. to be completed June 1. The equipment will include electric motors, two stands of elvtrs. of 2,000-bus. per hour capacity, 2,250-bu. per hour Richardson Automatic Scale, receiving scale, Constant Ball Bearing Manlift and Burrell Dumps. The transmission machinery and spouting system will be furnished by the Union Iron Works. The house will be on a concrete foundation and will be constructed of long leaf yellow pine cribbing, the roof and sides to be covered with galvanized steel.

Ashkum, Ill.—The Farmers Elvtr. Co. was given a judgment of \$150 by the jury in the recent suit of the company against Emile Poskin for the non-delivery of corn as per contract. It was alleged that in January, 1912, Mr. Poskin sold 3,500 bus. of corn to the elvtr. company at the current price of 60½¢, the corn to be delivered as soon as the elvtr. people could receive it and secure cars for shipment. Later on he sold the corn to M. R. Meents & Son of Clifton, at 75¢ per bu., claiming that there was no written bill of sale or delivery contract with the farmers company. Damages to the amount of \$300 were asked by the plaintiffs.

Peoria, Ill.—State's Attorney C. E. McNemar has drafted a bill to amend the law, providing that it is a misdemeanor to sweep grain cars and have sweepings in possession without the owner has given his consent. "It is impossible to stop the thefts from cars," said Mr. McNemar, "unless there is a law making it an offense to enter all cars standing in the yards. This bill, which is now in the hands of the legislature, will put an end to this trivial pilfering, which is nothing less than a school of crime for boys, for it will then be possible to convict anyone found trespassing on railroad property." The bill carries with it the approval of every board of trade man, every railroad man and every legitimate grain dealer in the city. Inasmuch as the same condition prevails all over the state, the bill is of much interest to all railroad men and shippers.

CHICAGO NOTES.

Elevator men report their houses full of corn and no demnad.

F. J. Delany has removed to a larger suite of offices in the Postal Telegraf bldg.

L. A. Lowrey, agt., in Sup. 4 to joint tariff 20-D, gives terminal charges, rules, and regulations covering points within the Chicago switching district, effective Apr. 6.

The J. J. Badenoch Co. yesterday received the complete set of plans for the large reinforced concrete elvtr. to be erected, and expects to close bids in about 10 days.

Chicago Callers: F. M. Corbin, representing B. C. Christopher & Co., Kansas City, Mo.; S. W. Strong, sec'y Illinois Grain Dealers Ass'n, Urbana, Ill.; John Tomlin, Kansas City, Mo.

Wire trouble was unprecedented Mar. 24. East, west and south all the wires were down. Quotations from most of the outside markets were unobtainable, and private wire houses were unable to communicate with their branch offices.

Frank L. Hough and Patrick Brennan have applied for membership in the Board of Trade. Frank W. Annin, Ira Alfors, Melvin C. Townsend and Ray W. Searle have been admitted to membership and the memberships of Henry Ellsworth, L. B. Patterson and Edward H. Brown have been posted for transfer.

The rebuilding of the burned elvtr. at Kensington is being considered by officials of the Michigan Central R. R. Co., and a decision is expected early in April.

Bulletin No. 215, issued Mar. 10 by W. M. Hopkins, mgr. Transportation Dept. of the Board of Trade, called attention to the practice of the representatives on the floor of some of the carriers in signing only the initials of their names on receipts for Bs/L surrendered, and advises that full name of the party receipting for Bs/L should be shown. On the following day Bulletin No. 16 was issued, which reads, in part: The railroads advise that owing to the large number of Bs/L surrendered for receipts between 1:15 and 1:45 o'clock, it is impossible for one man to sign his name to all the receipts within that time. Arrangements have been made by which more desk room will be furnished for the use of carriers' representatives, so that more men can be put on the work during the rush hour. In the meantime, it is suggested that the trade co-operate with the carriers in avoiding congestion by surrendering Bs/L as early as possible after 12:30 o'clock.

Frank M. Bunch was expelled from the Board of Trade Mar. 12 by vote of the directors, who found him guilty of bucket-shopping trades. Under the evidence he was technically guilty and the directors could not do otherwise. The firm for which he had charge of all future trades had three accounts besides those of their customers, and in a legitimate way it was possible for Mr. Bunch to make trades for the firm's account, and one of these accounts was an "errors" account into which fell the discrepancies. Altho zealous in guarding the interests of the customers in the execution of orders and giving them their due profits Mr. Bunch evidently overlooked some of the orders, and in order to close the transactions and send confirmations to customers as required by the rules of the Board he used the name of another firm as that with whom the trade had been made. Mr. Bunch's defense is that the trades in question were made to rectify errors. Mark Bates, who permitted Mr. Bunch to use the name of his firm in mailing confirmations to customers, will have a trial before the directors of the Board beginning Mar. 25.

INDIANA.

Oxford, Ind.—The Oxford Grain Co. contemplates erecting an elvtr.

Ligonier, Ind.—Farmers contemplate building an elvtr. and warehouse.

Jeffersonville, Ind.—John Gienger & Co. will build a 10,000-bu. elvtr., to cost \$5,000.

Fort Wayne, Ind.—Kraus & Apfelbaum expect to complete their warehouse by June 1.

Indianapolis, Ind.—R. D. Fisher, an old time grain man, well known to the trade, died Mar. 10.

Bristol, Ind.—Castetter & Co. have bot the Lake Shore Elvtr. and will install new conveyor and dump.

Lewisville, Ind.—The Farmers Elvtr. Co. has bot the elvtr. of D. J. Cope, and V. O. Chance will be mgr.

Ossian, Ind.—Steifel & Levy have bot the Burnett Elvtr., which they have been operating under lease. The price paid was \$4,100.

Moore sta., R. F. D. Butler, Ind.—The Hoosier Brick, Tile & Grain Co. incorporated; capital stock \$10,000; incorporators Harry C. Bruce, Geo. P. Whan and M. E. Klingler.

Huntington, Ind.—Weber & Purviance, incorporated, to operate grain elvtrs.; capital stock \$50,000; incorporators A. A. Weber, D. A. Purviance and Paul G. Weber.

Indianapolis, Ind.—The bill introduced by F. W. Powers, for an act concerning co-operative corporations or ass'ns has been signed by the governor and became a law Mar. 10. It is based on the Nebraska Co-operative law.

The Purdue University Agri. Ex. Sta. has issued Newspaper Bulletin No. 189, dealing with the chinch-bug in Indiana. It contains a warning and strongly advises the farmers of the state to clean up and burn up all dead leaves and rubbish of all kinds before or during the winter season. Whenever possible, fence rows and other places where dead grass and weeds have been allowed to accumulate, should be burned over before the bugs begin their spring migrations. This is especially true if the bugs have been numerous during the previous season.

North Marion, Ind.—The Burge-Thomas Milling Co. is erecting nine concrete hopper-bottomed bins, 38 ft. x 40 ft. and 45 ft. high, with a storage capacity of 40,000 bus., as an addition to its mill at North Marion, Ind. The bins are arranged in the form of a square. A side track from the Big Four R. R. runs between the storage bins and the mill. Screw conveyors running over and under the bins transport the grain to and from the mill. The power used in this mill is derived from a water power plant situated on the nearby river and is transmitted 300 ft. by a rope drive. The Burrell Engineering & Construction Co. is doing the work. The foundation has been completed and the entire job will probably be finished by June 15.

Kokomo, Ind.—Wm. H. Small of Marion, mgr. of the Brookside Feed & Grain Co., was placed under arrest recently on the charge of having issued a fraudulent check to W. H. Pohlman. H. H. Hartgrove, to whom Small made over some feed grinding machinery representing it to be free of incumbrance has discovered a mortgage for \$90 against it. Recently Small was fined \$50 and costs for selling mixed feed of one quality under the name of a better quality. Small is ill with erysipelas at his home. Some of Small's activities were described in the Grain Dealers Journal Dec. 25, page 969, under the head "A Small Scooper with Blackmailing Tendencies." In this column Jan. 25 Small's passing a "no funds" check on a widow in payment for corn bot was described.

Indianapolis, Ind.—We are remodeling our present house, spending approximately \$20,000 on repairs and new machinery, installing a No. 10 Invincible Separator, 4 1800-bu. self registering beam steel hopper scales, equipped with trolley spouts, an oat clipper and continuous conveyor belts at top and bottom of elvtr. We are also installing our own electric lighting system. We have about three miles of our own switching tracks consisting of four separate tracks that run directly thru elvtr. All the timbers on first floor are being replaced with steel which will give us ample width and height for large cars. The new improvements will give us an additional capacity of 30,000 bus. and enable us to practically double our direct transfer capacity. We are also connecting our drying plant with rope drive to our main drives which will greatly increase the efficiency of our drier. The contractor for these improvements is J. A. Horn. We contemplate, following the completion of these repairs and improvements, with an addition of reinforced concrete holding 350,000 bus. which will be placed by the side of the present plant and connected by tunnel conveyors. This addition will be square approximately 80 ft. high consisting of a series of 36 bins. —V. L. Wright, sec'y and mgr., Indianapolis Elvtr. Co.

INDIANA LEGISLATION.

A uniform B/L measure passed the House and died in the Com'te in the Senate. We were opposed to the measure, as we anticipate early action by Congress.

A bill providing for threshing machine operators to have a lien on grain and seed threshed, to secure the payment of their charges for threshing, passed the House and we succeeded in having it so amended in the Senate, that it required notice to prospective buyers; then it died, and we are rid of it for the time being.

The powers of the Railroad Commission have been so extended that they now have complete jurisdiction over freight rates, service, etc., of electric interurban roads.

The following new commissions and boards were created: Public Service Commission of 5 Members and A. Workman's Compensation Commission. Chas. B. Riley, sec'y Indiana Grain Dealers Ass'n.

A fire marshal law was enacted and approved by the governor. The fire marshal will have a corps of detectives and inspectors to investigate causes of fires, and will prosecute, with vigor, any incendiarism that may develop.

Indianapolis, Ind.—The General Assembly of Indiana has come and gone and as usual leaves in its wake many measures yet to demonstrate whether they are for or against the interest of the whole people, so let us hope for the best.

The wild onion and garlic bill passed both houses, by strong vote, and was finally vetoed by Governor Ralston, at the instance of farmers who didn't want it to become a law, and after a conference with Prof. George I. Christie, of Purdue. It is now up to the grain dealers and millers to buy the grain, mixed with onions and garlic, on sufficiently wide margins to insure them against loss.

A bill passed both Houses, and now is in the hands of the governor, providing that when the question of the weight of a shipment is in dispute between the shipper and the carrier, the question may be submitted to the Railroad Commission of Indiana; the findings of the commission to be prima facie evidence of the weight. We are greatly interested in this, as under the present system the shipper is compelled to accept the weight of the carrier or take the matter into court. This bill has not yet been signed by the governor.

The bill relating to stationary steam engineers was introduced in each House, at the instance of some unemployed engineers, who desired the creation of a board of examiners, to pass on the qualification of engineers. The bill came up for reading in the House first, and was defeated 73 to 13. The companion bill, pending in the Senate, was then amended, and upon a final vote was defeated 29 to 6, so that settled the matter for the time; tho we may expect it to bob up any session, as it has every session during the past ten years.

IOWA.

Jewel, Ia.—C. B. Martin is now mgr. for the Farmers Elvtr. Co.

Washburn, Ia.—Farmers have bot the elvtr. of O'Connor Bros.

Victor, Ia.—Henry Wahl has bot the elvtr. of Geo. B. Wheeler.

Malvern, Ia.—The elvtr. of the Malvern Grain & Mlg. Co. is closed.

Perry, Ia.—The McCaull Lbr. Co. will build a 20,000-bu. elvtr. here.

Dumont, Ia.—The Western Elvtr. Co. is out of business at this station.

Greene, Ia.—Henry Murphy has resigned as mgr. of the Farmers Elvtr. Co.

Richards, Ia.—The Farmers Elvtr. Co. has installed a new gasoline engine.

Silver City, Ia.—C. H. Kruse will install a Hall Signaling Distributor in his elvtr.

Nora Springs, Ia.—A farmers elvtr. company is being organized at this station.

Grand Junction, Ia.—Farmers are organizing an elvtr. company at this station.

New Vienna, Ia.—A farmers elvtr. company is being organized at this station.

Orchard, Ia.—The Farmers Co-operative Co. has been organized to build an elvtr.

Havelock, Ia.—The Farmers Elvtr. Co. will build a new elvtr. during the summer.

Kamrar, Ia.—The Farmers Elvtr. Co. will build new coal sheds and enlarge its elvtr.

Joice, Ia.—Ed. Stene of Emmons, Minn., is now mgr. of the Farmers Co-operative Society.

Mallard, Ia.—The Farmers Elvtr. Co. will build an addition to its elvtr.

Blairsburg, Ia.—A farmers elvtr. company will be formed here to build or buy an elvtr.

Wolf sta., Fraser p. o., Ia.—The Farmers Elvtr. Co. of Pilot Mound will build an elvtr. here.

Marietta sta., Marshalltown p. o., Ia.—L. Anson is now mgr. of the Bowles & Billington Grain Co.

Ames, Ia.—The Ames Commercial Club is interested in the organization of an elvtr. company.

Springville, Ia.—I have succeeded A. A. Cook as mgr. for the Jackson Grain Co.—Arthur E. Jones.

Renicker sta., Webster City p. o., Ia.—The new elvtr. of the Farmers Elvtr. Co. has been completed.

Peterson, Ia.—The Farmers Elvtr. & Supply Co. will rebuild its store house, increasing the capacity.

Armstrong, Ia.—Hart Rassmussen succeeded L. Broderick as mgr. of the Farmers Elvtr. Co., Mar. 1.

Gardiner, Ia.—A cyclone struck this station Mar. 8 and carried away a corn crib at the elvtr.; loss \$600.

Watkins, Ia.—The elvtr. of the Iowa Grain Co. is being completed very rapidly by the Newell Const. Co.

Abbott, Ia.—The Farmers Elvtr. Co. are contemplating the purchase of the elvtr. at Cleaver sta., near here.

Hobart, Ia.—C. H. Potter, L. J. Slaytor and J. M. Moore are interested in the organization of a farmers elvtr. company.

Garrison, Ia.—The Garrison Grain & Lbr. Co. has let contract for the remodeling of its elvtr. to the Newell Constr. Co.

State Center, Ia.—We have succeeded the Wells-Hord Grain Co. at this station.—Geo. E. Mead, agt. The Quaker Oats Co.

La Porte, Ia.—The Farmers Co-operative Exchange has let contract to L. Buege for a 21,000-bu. cement elvtr. to cost \$6,000.

Palmer, Ia.—W. H. Westphal has succeeded A. E. Beneke as sec'y of the Farmers Elvtr. Co., Mr. Beneke remaining as mgr.

Latimer, Ia.—The recently incorporated Farmers Grain Co. has bot the elvtr. of Wm. Senf, taking possession Feb. 15.—J. F. Miller, mgr.

West Chester, Ia.—We have bot the elvtrs. of D. C. Kilgore and Fisher, Augustine & McLaughlin at this station.—H. W. Luers & Co.

Perry, Ia.—Mr. Orris of Ottawa, Ill., has succeeded W. N. Wimmer as mgr. of the Neola Elvtr. Co., Mr. Wimmer retiring on account of ill health.

Lamoni, Ia.—The Farmers Grain & Seed Co. incorporated; capital stock \$25,000; incorporators J. R. Hass, Eli and Oliver Hayes and W. A. Grenwalt.

New London, Ia.—A. H. Beyers will succeed L. Grimes as mgr. of the Farmers Elvtr. Co., April 1, Mr. Grimes having resigned to go into business on his own account.

Hubbard, Ia.—Bruce Nutting, former mgr. of the Farmers Elvtr. Co., is alleged to be \$1,500 short in his accounts. It is said that he has made settlement with the company.

Beaman, Ia.—We held our 6th annual meeting Mar. 12, and the annual report shows that we have had a prosperous year, handling 356,000 bus. of grain.—W. F. Weiss, mgr. Beaman Elvtr. Co.

Gilbertsville, Ia.—The Gilbertsville Grain & Lbr. Co. has let contract for an elvtr. on the W. C. F. & N. R. R., to the Newell Constr. Co. F. H. Kurtenbach and N. Doldardielle are props. of the new company.

Cedar Rapids, Ia.—Plans are being made by the Quaker Oats Co. to double its capacity by erecting a number of fireproof buildings, 8 stories high. The improvements will cost \$300,000. Storage tanks with a capacity of 2,000,000 bus. will also be added.

Industry, Ia.—The Farmers Grain Co. has let contract for the remodeling and repairing of its elvtr. to the Burrell Engineering & Constr. Co. A new foundation will be put under the house, which will be covered with galvanized iron siding and new machinery will be installed.

Jewel, Ia.—The Farmers Elvtr. Co. has let contract to the Newell Constr. Co. for an additional elvtr. of 25,000 bus. capacity. The company now owns two elvtrs. but the smaller of these will be torn down and the larger one connected under the same roof with the new house. The equipment will include a Richardson Automatic Scale.

Waterloo, Ia.—The firm of Maddock & Bennett has dissolved partnership by mutual consent, Mr. Maddock retiring. I will continue in the brokerage and commission business in my own name with headquarters here. I have been in the grain business in Iowa for the past 20 years. I will also make track bids.—Claude S. Bennett.

Cambridge, Ia.—Ingilis Bros. with headquarters at this point, operating at Farrar, Goddard, Loring and Cambridge, have bot suit against the Ft. Dodge, Des Moines & Sou. Ry. Co., to recover damages amounting to \$23,500 which they allege they have suffered thru the abandonment of the stations by the carrier. They also ask for the price of hauling 303,494 bus. of grain from their elvtrs. to the C. M. & St. P. line.

Davenport, Ia.—H. D. McCord and associates in the Merchants Elvtr. Co. have bot the terminal elvtr. properties and the country elvtrs. at Blue Grass, Mt. Joy, Long Grove and McCausland, formerly owned by the Rothschild Grain Co., and will operate as the Interior Grain Co. with a capital stock of \$100,000. The new company will do a general grain business using one elvtr. exclusively for barley. The main office of the company in this city was opened Mar. 20, in charge of W. H. Holliday and R. S. Jones.

Sioux City, Ia.—The decision of the Interstate Commerce Commission in regard to the Sioux City proportional grain rate case is expected within the next 6 weeks. Upon this hinges the ultimate position of Sioux City as a grain market. Rumors are that more than one big grain company plans to establish large terminal facilities here, in case Sioux City wins. Several have made detailed inquiries as to possible elvtr. locations. The rehearing has passed all the preliminary stages, all arguments are in, and the commissioners have the facts before them. Commissioner Geo. T. Bell, of the traffic bureau of the Commercial club, who has the case in hand this time, is convinced there is no loophole remaining, and that the suit is as good as won. Early May should reveal its fate.—B.

Des Moines, Ia.—The following bills of interest to the grain trade have been introduced in the House and referred to the proper com'tes: H. F. 478, introduced by Representative Rohrer, relates to the vacation of peddlers, defining the term peddlers so as to include soliciting agents and transient merchants and itinerant vendors selling by sample or by taking orders for immediate or future delivery, and to enact a substitute therefor. He also introduced H. F. 479, providing for the license of certain classes of temporary or transient merchants doing business in cities or incorporated towns, defining the same and the manner of issuing licenses, regulating the advertising and representation of such merchants. H. F. 43, introduced by Representative Huff, requires common carriers to settle claims for delay in delivering freight or injury or loss of freight in transit or for excessive freight rates within a specified time, and provides a penalty for failure to comply therewith; and H. F. 301, introduced by Representative Jacobs, prescribing the liability of employers for accidental bodily injuries or death sustained by their employees; providing for compensation for accidental bodily injuries to or death of employees and methods of payment of same; restricting the right of recovery to the compensation as provided; providing for a review of awards thereof;

providing for the creation of the bureau of industries and fixing its powers; providing for safety devices and safeguards; providing duties of employers and employees and fixing penalties for violation thereof; providing for hearing before such bureau and for actions against it; fixing the bureau's powers in respect to industrial accidents and making appropriations for carrying out of this act.

KANSAS.

Fostoria, Kan.—Len Dye has bot the elvtr. of J. W. Mooney.

Lillis, Kan.—Barrett & Walker have quit business at this station for the present.

Dodge City, Kan.—The Southwest Grain Co. of Stafford will build an elvtr. at this point.

Hays City, Kan.—Otto Swaller has resigned as mgr. of the Hays City Mlg. & Elvtr. Co.

Sawyer, Kan.—The Farmers Elvtr. Co. has voted to dispose of its elvtr. and suspend business.

Lebo, Kan.—J. M. Black will rebuild his elvtr. burned Nov. 5, as soon as the weather permits.

Cawker City, Kan.—The Consolidated Alfalfa Mlg. Co. may rebuild its plant which recently burned.

Ozawkie, Kan.—The Ozawkie Mill & Elvtr. Co. will install a Fairbanks Continuous Weighing Scale.

H. B. 858, amending the present Workmen's Compensation Law, has been passed by the House.

Wilmore, Kan.—Plans are being made for the organization of a farmers elvtr. company at this station.

Bonita, Kan.—J. J. Kuhlman will build a 30x30 ft. addition to his elvtr. increasing the capacity by 8,000 bus.

Dundee sta., Pawnee Rock p. o., Kan.—Ira Weathers of Great Bend is now mgr. of the Farmers Grain Co.

Kensington, Kan.—John Maulsby has succeeded Wm. Grauerholz as mgr. of the Farmers Grain & Elvtr. Co.

Muscotah, Kan.—L. Cortelou is interested in the organization of a farmers elvtr. company at this station.

Richfield, Kan.—Lee Larabee, sec'y of the Liberal Elvtr. Co., contemplates the erection of an elvtr. at this station.

Gem, Kan.—We expect to install a new hopper scale. All other houses at this station are closed.—P. S. Houston Grain Co.

Clay Center, Kan.—The Farmers Grain Co. has changed mgrs., a shortage of \$2,300 having been alleged to have been found.

Halsted, Kan.—The new elvtr. of the Halsted Mlg. & Elvtr. Co., now under construction, will be equipped with a modern cleaner.

Manhattan, Kan.—The State Agri. College called upon the farmers of the state to set aside Mar. 17 as "Seed Corn Testing Day."

Hugoton, Kan.—We are building an iron clad broom corn warehouse 50x200 ft.—Jesse Nebergall, mgr. Hugoton Elvtr. & Whse. Co.

Nickerson, Kan.—C. W. Colby, formerly with us, has succeeded R. W. Ewbank as mgr. of the Nickerson Co-operative Elvtr. Co.—Hutchinson Grain Co., Hutchinson.

Cheney, Kan.—The Cheney Mill & Power Co. has brot suit to recover damages thru non-delivery of 1,000 bus. of wheat, for which they contracted with A. Cox at 78c per bu. He is alleged to have later sold it to others for 88c per bu.

Rolla, Kan.—The Hugoton Elvtr. & Whse. Co. of Hugoton has let contract to the P. H. Pelkey Constr. Co. for an iron-clad elvtr. at this station, the equipment to include an automatic scale, Fairbanks Engine, Howe Wagon Scale and manlift.

Elkhart (new town on the Santa Fe cut off from Dodge City), Kan.—The Hugoton Elvtr. & Whse. Co. has let contract to the P. H. Pelkey Constr. Co. for an iron-clad elvtr. at this station, which is the divi-

sion point of the new line, being 9 miles from the Colorado line and on the Kansas-Oklahoma line. The elvtr. will be equipped with automatic scales, Fairbanks Engine, wagon scales and manlift.

Medicine Lodge, Kan.—W. L. Skinner has let contract to the P. H. Pelkey Constr. Co. for an iron-clad elvtr., the equipment to include a Richardson Automatic Scale, 15 h.p. International Engine, manlift, two stands of elvtrs., Eureka Cleaner and Bowsher Mill.

Moscow, Kan.—Our 10,000-bu. elvtr. at this station has been completed. It is equipped with Richardson Automatic Scale, 5 ton wagon scale and Fairbanks Gasoline Engine. The P. H. Pelkey Constr. Co. had the contract.—Jesse Nebergall, mgr. Hugoton Elvtr. & Whse. Co.

Wichita, Kan.—The state grain inspection dept. collected during February \$1,075 at this office, at an expense of about \$290, the force consisting of an inspector and three samplers. At Kansas City, Kan., the main office, the expense is said to have been \$700 for 7 people, and the local revenue at that office was practically nothing.

Baileyville, Kan.—The elvtr. of the Griffiths Grain Co. was recently wrecked when a west bound freight which was switching jammed an empty box car thru the side of the elvtr., tearing the office to pieces and spilling 400 bus. of millet seed and 1,000 bus. of corn. The car tore thru the office, upsetting the stove, splintered the south end of the engine room, but fortunately missed the engine and finally banged into the elvtr. itself, tearing a hole from the foundation to within 6 ft. of the roof.

TOPEKA LETTER.

M. W. Cardwell of this city has been expelled from membership in the Kansas Grain Dealers Ass'n by order of the directors, for refusal to arbitrate a difference with another member of the ass'n.—E. J. Smiley, sec'y.

James Butler, who for many years was prominent in the Farmers Alliance movement and helped to organize many co-operative farmers elvtr. companies, died Mar. 4 after a brief illness from erysipelas, at the age of 57 years.

Kansas grain dealers who believe in the square deal will be glad to know that the friends of the trade in the senate, rather than permit House Bill 473 to be amended, so as to make state grain inspection compulsory, killed it, hence no new legislation on this subject was enacted by the last legislature.

A bill providing for the annual inspection of grain testers by the state Grain Grading Commission, was recently passed in the House. All persons buying or selling grain and using a grain tester must have it inspected between May 1 and June 1 of each year by the commission which will charge a fee to cover the actual cost of the inspection.

The Public Utilities Commission has ordered joint rates for the transportation of car lot shipments of the commodities hereinafter named on any two of the railroads in Kansas and the following differentials: Wheat, 2c per 100 lbs. Corn, rye, oats and barley, 1½c per 100 lbs. Flax and millet seed, broom corn seed, castor beans, hemp seed, Hungarian seed and popcorn, 4c per 100 lbs. "It is further ordered, that the aforesaid basis of joint rates shall apply by way of the nearest grade crossing where track connections are established and shall be the maximum rates to be charged for such service, but in no case shall the sum of the local rates be exceeded. Wherever existing joint thru rates are lower than the rates prescribed herein, the same shall remain in full force and effect until changed by order of this Commission. Where an intermediate line performs a switch service in the interchange of carload business, the switching rate of such intermediate line shall be in addition to the rates prescribed herein. Such switch service shall not be considered a part of the two-line haul."—E. J. Smiley, sec'y Kansas Grain Dealers Ass'n.

So much of the time of chief scale inspector M. H. Starr has been required in repairing scales that it has been found necessary to employ a second inspector, and henceforth the dealers of the state will be able to obtain the service of the ass'n's scale inspection dept. more promptly. The growth of the business of this department shows the Kansas dealers propose to know what they are doing, and wish to avoid being deceived by their own scales.

The following have applied for membership in the Kansas Grain Dealers Ass'n: J. W. Craig Grain Co., Wichita; W. L. Huffman, Gueda Springs; Force Elvtr. Co., Wheaton; Rixon Grain Co., Greensburg; Joy Grain Co., Greensburg; S. E. Cave & Sons, Sublette; A. H. Ling, Jetmore; Kemper Grain Co., Wichita; E. W. Koesling, Bloomington; W. H. Kelly, Edgerton; Farmers Co-operative Merc. Co., Plainville; S. A. Hutchinson, Strawn; Glasco Grain Co., Glasco, and J. B. Jennings, Jennings, all of Kans. Also Ellis Farmers Grain & L. S. Co. of Ellis, Neb.—E. J. Smiley, sec'y.

KENTUCKY.

Lexington, Ky.—The new 60,000-bu. elvtr. of the Blue Grass Commission Co. has been completed and will be put into immediate operation.

Midway, Ky.—Cogar & Rumley have let contract for a 20,000-bu. elvtr. to replace the house burned last fall. The new elvtr. will cost \$8,000.

Louisville, Ky.—The grain com'te of the Board of Trade and the representatives of the railroads entering this market held a meeting Mar. 7 and arrived at a satisfactory understanding in reference to the shipping and weighing rules and requirements of the Board of Trade regarding the shipment of grain.

LOUISIANA.

Lake Charles, La.—The Gulf Com's'n Co. has been organized to deal in grain.

New Orleans, La.—The grain interests of the city are strenuously fighting the increase of 1c per 100 lbs. in the rate on grain and grain products to this market, effective Mar. 15. A petition will be filed with the Interstate Commerce Commission to force the railroads to grant what the shippers deem a reasonable charge.

Receipts of grain at New Orleans during February included 858,000 bus. of wheat, 954,000 of corn and 398,000 bus. of oats, compared with 19,000 bus. of wheat, 842,000 of corn and 152,000 bus. of oats, received during February, 1912. Shipments for the month included 937,000 bus. of wheat, 1,110,000 of corn and 32,000 bus. of oats, compared with 53,625 bus. of wheat, 983,559 of corn and 4,319 bus. of oats shipped during February, 1912.—H. S. Herring, sec'y Board of Trade.

MARYLAND.

Baltimore, Md.—Alexander L. Boggs, Jr., operating for many years under the name of Alexander L. Boggs & Co., died Mar. 6 at his home in Claymont, Del., at the age of 77.

MICHIGAN.

St. Louis, Mich.—The Gleaners Farmers Elvtr. Co. is being organized at this station.

Grand Ledge, Mich.—A farmers elvtr. company has been organized here to build an elvtr.

Unionville, Mich.—Farmers are interested in the organization of a company to build an elvtr. here.

Breckenridge, Mich.—A farmers elvtr. company has been formed to build an elvtr.; capital stock \$30,000.

Pine River, Mich.—The elvtr. of the Farmers Elvtr. Co. is reported to have burned with a loss of \$10,000; insurance \$6,000.

Fenton, Mich.—Mrs. A. C. Wright and Mrs. Allmendinger have bot the elvtr. of the late Burdick Potter, which was recently sold by auction.

Grand Rapids, Mich.—The Grand Rapids Grain & Mlg. Co. has bot the old factory building of Ocker & Ford and will remodel it into a modern feed mill.

Grand Ledge, Mich.—Clark Tenney, employed in the elvtr. of Doty & Doty, recently caught his hand in a bean polisher and may lose several fingers.

Blissfield, Mich.—We have improved our mill and elvtr., installing a large electric motor and feed grinder. We will also add an ear corn crusher soon.—Blissfield Mlg. Co.

Springport, Mich.—Our officers are F. E. Nowlin, Albion, pres.; A. E. Anderson, Albion, vice-pres. and mgr., and Carl M. Creager, sec'y and treas. We have bot the elvtr. of D. A. Garfield at this station.—Springport Elvtr. Co.

MINNESOTA.

Milnor, Minn.—Farmers are organizing to build an elvtr.

Holt, Minn.—P. A. Risberg will build an elvtr. at this station.

Clarks Grove, Minn.—Farmers are organizing an elvtr. company.

Grove City, Minn.—The elvtr. of the State Elvtr. Co. has been closed.

Hereford, Minn.—I am now agt. for the Federal Elvtr. Co.—E. K. Abbott.

Houston, Minn.—The Houston Co-operative Elvtr. Co. will build an elvtr.

Moorhead, Minn.—J. Fitzgerald has resigned as mgr. of the Farmers Elvtr. Co.

Detroit, Minn.—E. W. Anderson will succeed M. C. Barry as mgr. of the Andrews Grain Co.

Cannon Falls, Minn.—Harry Nelson is now business mgr. for the Farmers L. S. & Produce Co.

Comfrey, Minn.—A. W. Pederson is interested in the re-organization of the Farmers Elvtr. Co.

Caledonia, Minn.—J. H. Hill is now mgr. for the Farmers Elvtr. Co. with J. Ziemann as asst. mgr.

Ellsworth, Minn.—The elvtr. of the Daventport Elvtr. Co., containing 40,000 bus. of oats, burned Mar. 14.

Theilman, Minn.—The Farmers Co-operative Co. which was recently organized will build a 15,000-bu. elvtr.

Duluth, Minn.—R. S. Munger, one of the charter members of the Board of Trade, died Mar. 14 at the age of 83.

Franklin, Minn.—The Franklin Farmers Elvtr. Co. has bot the elvtr. of the Security Elvtr. Co. for \$4,300.

Kragness, Minn.—The elvtr. of the Imperial Elvtr. Co. will be closed until the new crop.—A. R. Uecker, agt.

Lowry, Minn.—The Farmers Elvtr. Co. will repair its elvtr., probably building an addition and installing a cleaner.

Alexandria, Minn.—The Alexandria Mlg. Co. has been organized at this station and is now operating the old plant of Atwood Bros. & White.

Zumbro Falls, Minn.—The elvtrs. of the Western Elvtr. Co. and the R. E. Jones Co. will be overhauled this summer.—Archie Rose, Jr., mgr. R. E. Jones Co.

Frost, Minn.—The Farmers Elvtr. Co. has bot the elvtr. of the Western Elvtr. Co. I will be here until May 1, and then expect to go to Canada.—Harry Millbye, agt.

Sanborn, Minn.—An elvtr. will be built here by a company now being organized among the farmers and business men, to be called the Right Relationship League. A. H. Dorn and F. E. Gleason are interested.

Virginia, Minn.—S. O. Berg does not own or operate an elvtr. at this station, as there are no elvtrs. here. We are trying to find a site for one for Herman Lends on the G. N. tracks.—Infeldt, agt. G. N. Ry.

MINNEAPOLIS LETTER.

J. D. Fraser is a new member of the working force of Shearson, Hammill & Co.

The Gould Grain Co. will let contract for 18 re-inforced concrete grain tanks to cost \$75,000. The Witherspoon-Engler Co. drew the plans.

John L. Tracy has applied for membership in the Chamber of Commerce, having returned to Minneapolis from Oregon. Mr. Tracy says he will stay here.

The judgment for \$4,500 damages against G. B. Gunderson, granted recently to Mrs. Ida V. Brown in her suit for breach of promise, has been set aside.

A plan for the creation of a large terminal at Carlton, as a buffer for the head-of-the-lakes, and another at White Bear, to take the pressure off of the twin cities, has been announced by Pres. Elliott of the Nor. Pac. Ry. Co.

The following Chamber of Commerce memberships have been transferred: F. N. Dean to W. E. Neiler and A. Harrington to Walter G. Hudson. The membership of L. A. Cobb has been posted for transfer to Geo. Besser.

Application for traveling man's license has been made to the Chamber of Commerce by Halvor H. Walland, to represent Turle & Co. Licenses have been granted to A. H. Trash and W. M. Beck, both representing the McCaull Dinsmore Co., and Louis La Rue, on the road for the Getchell-Tauton Co.

Members of the Chamber of Commerce who own or control elvtrs. and also conduct a commission business are prohibited from selling grain consigned to them, to any subsidiary company, whether it be a storage, buying or milling concern, under a resolution recently adopted by the directors of the Chamber.

The following switching charges on grain at this market have been established by the State Railroad and Warehouse Commission: When grain is set for unloading at an industry to which it has been ordered and is ordered therefrom without unloading and is subsequently ordered back to the same industry, a charge of \$1.50 per car will be assessed. This will not apply to cars which are ordered held or carded "hold" by the owner for re-inspection or other cause; all grain loaded out of an elvtr. and moved therefrom for local consignment or line forwarding and subsequently ordered back to the same industry, a charge of \$1.50 per car will be assessed except where, as a result of state inspection, the car must be unloaded.

The rate on linseed oil will be advanced 5c per 100 lbs. between this city and Chicago and the middle west territory. In future the rate on flaxseed will be 10c to Chicago but the rate on oil will be 17c in accordance with the recent decision of the Interstate Commerce Commission which says in part: While admitting that the advantage which Buffalo and other points have is due primarily to the low rates on flax via the lakes, it is urged that, that being the situation, an increase such as is proposed or any increase would shut the Minneapolis crusher entirely out of central freight association and trunk line territory. We can consider relatively the rates on linseed oil from Minneapolis and Buffalo, but we cannot in this proceeding go back of that to the circumstances under which flaxseed reaches Buffalo with a view of determining its effect upon the Minneapolis crusher. This commission can equalize neither economic conditions nor natural advantages so as to place one market in a position to compete on equal terms with another. On this record we are not prepared to say that the respondents unjustly discriminate against Minneapolis in favor of Buffalo.

ST. PAUL LETTER.

St. Paul, Minn.—C. R. Rank & Co. are out of business.

St. Paul, Minn.—A bill making memberships in boards of trade, chambers of commerce or ass'ns and clubs where the

memberships are transferable, taxable as personal property, has been introduced in the House.

H. F. 980, a workmen's compensation act, and creating an industrial commission, has been introduced in the House by Representatives Lundeen and Nolan. H. F. 1,096 has also been introduced by Representatives Bendixen and Schwartz. It establishes boards of grain appeals at Minneapolis and Duluth.

The Cashman distance tariff bill, contrary to general expectations, passed the House Mar. 21, by a vote of 71 to 42, and will become a law when signed by the Governor, becoming effective Jan. 1, 1914. The bill has been before the legislature for the last 6 years, and its passage has been bitterly fought. It is believed that the railroads will carry the matter to the federal courts, if the bill is made a law.

MISSOURI.

Hoberg, Mo.—The Majestic Mlg. Co. will enlarge its elvtr.

Ridgeway, Mo.—J. Block, of Adrian, is now mgr. of the local elvtr.

Neosho, Mo.—The plant of the Seneca Mill & Elvtr. Co. was recently sold at auction.

Webb City, Mo.—The Ball & Gunning Mlg. Co. is building a 110,000-bu. elvtr. at a cost of \$30,000.

East Prairie, Mo.—We have succeeded the Star Mlg. Co.—N. A. Swingle, sec'y East Prairie Mlg. Co.

Princeton, Mo.—The elvtr. of the defunct Farmers Elvtr. & Supply Co. was sold at auction, Mar. 8, to J. C. Lomax.

Clifton Hill, Mo.—E. Newby has bot an interest in the Clifton Hill Elvtr. Co., of which J. A. P. Quick was sole owner.

Reids, no p. o., Mo.—The elvtr. and mill of the Reids Mlg. Co. burned recently with a loss of \$35,000. The plant was situated on the Santa Fe, 10 miles east of Carthage.

Jefferson City, Mo.—The removal of the office of the state drug and food inspection from Columbia to St. Louis was authorized, by a measure recently passed in the state legislature.

Jefferson City, Mo.—Both branches of the legislature have passed a bill making it illegal for any person to discriminate in the charge for his product for the purpose of creating a monopoly or destroying the business of a competitor.

Jefferson City, Mo.—The Senate has passed a bill providing that all corporations must file an annual statement stating that they belong to no trusts or pools and are not violating the state anti-trust law. The amount of the capital stock, the amount paid in, their par value and their actual value, the total value of all assets, total indebtedness, amount of earnings and dividends must also be reported by the corporations.

If the bill on Public Utilities which has passed both houses of the legislature is signed by the governor, the State Railroad and Warehouse Commission will be abolished and the business of the dept., which cannot be taken care of by the new Utilities Commission, will be handled by a separate state dept., known as the Warehouse and Grain Inspection Dept. in charge of one man.

KANSAS CITY LETTER.

The Ismert-Hincke Mlg. Co. has let contract for 6 concrete tanks, 28x74 ft., with a total capacity of 200,000 bus., to O. J. Lehrack.

The Wabash Ry. Co. will add 8 25,000-bu. concrete tanks to its plant and will also increase the capacity of the elvtr. The total capacity of the plant will be 500,000 bus.

The Board of Trade membership of John R. McNeil has been transferred to J. C. Robb, who will succeed him with H. H. Steele & Co. Mr. McNeill will return to his home in Golden City.

Arthur Freeman has been admitted to membership in the Board of Trade.

Aylsworth, Tomlin, Neal Grain Co. incorporated; capital stock \$100,000; directors Chas. T. Neal, Geo. Aylsworth, John R. Tomlin and Frank Kell. The new company has leased the Murray Elvtr., a 1,000,000-bus. house.

The new quotation board of the Board of Trade is 7½ ft. high and 45 ft. long. The quotations are made to stand out more prominently by the use of green paint on the back of the glass. All leading grain market quotations are given as well as those of the local exchange.

The new addition to the Santa Fe Elvtr. will consist of 72 concrete tanks each 80 ft. high with steel structure above them 14 ft. high. Each tank will hold 26,000 bus. In the center of each group of four there is to be a smaller bin holding 12,000 bus. and all bins will be under one roof. Five thousand feet of rubber belting 36 ins. wide will be used.

Goffe & Carkner are sending out a unique and pleasing souvenir of the dinner extended to the visiting grain dealers at the annual convention of the Kansas Grain Dealers Ass'n held here Feb. 11 to 13. It consists of a booklet containing the facsimile signatures of those present. It will be a happy reminder to those who were fortunate enuf to be there.

The repeal of the emergency rule, authorizing the directors of the Board of Trade to permit delivery of grain in cars on regular contracts when they deem an emergency exists, has been recommended by the com'te on rules and legislation, which also recommends the adoption of a rule making track deliveries regular during the last 6 business days of each delivery month.

ST. LOUIS LETTER.

The A. E. Hass Grain Co. is out of business.

O. J. Wasserfall and R. B. Hendership have applied for membership in the Merchants Exchange.

Dan S. Mullally, mgr. of the hay department of Langenberg Bros. & Co., reports a good business the past season.

Wm. J. Rae, member of the Merchants Exchange for 25 years, died Mar. 11 after a two week's illness, at the age of 47.

F. E. Peckham, formerly in the grain and feedingstuffs business in Chicago, has moved to this market and opened offices in the New Bank of Commerce Bldg.

Powell & O'Rourke have leased the Exchange Elvtr., taking over the lease of Harsh Bros. The elvtr. will be operated as a public house with Chas. Keller as supt.

Daniel R. Whitmore, statistician of the Merchants Exchange, died Mar. 8, at his home in Old Orchard. He was for 48 years ass't sec'y of the exchange, and was 72 years old at the time of his death.

Hay receipts are light; demand is poor and mostly for the good grades of hay and will continue so from the fact that not so much hay is being used in the country as usual owing to open winter.—John Mullally Commission Co.

Quiet season on now, receipts light and reports indicate farm movement will be light the next 60 days. Cash market on corn is so high we are above shipping basis to South and Southeast and consignments to St. Louis at present shud pay well.—C. H. Langenberg of Langenberg Bros. & Co.

The following have been admitted to membership in the Merchants Exchange: Frank J. Butler, F. J. Malone, J. T. Arthur and J. Herman Belz. The memberships of Clarence F. Wendling, A. L. Braggins, E. S. Healey and Louis Wolgast have been posted for transfer.—Eugene Smith, sec'y.

MONTANA.

Buffalo, Mont.—A. U. Abbott is now agt. for us at this station.—McCaull-Webster Elvtr. Co.

Cutbank, Mont.—Nels Enge will build an elvtr.

Antelope, Mont.—A. J. Clark has completed his elvtr. and feed mill.

Wibaux, Mont.—I am now agt. for the Farmers Elvtr. Co.—G. A. Fox.

Savage, Mont.—We have succeeded the Gate City Elvtr. Co.—Occident Elvtr. Co.

Glengarry, Mont.—I am now agt. for the Western Lbr. & Grain Co.—H. A. Tubbs.

Victor, Mont.—We have succeeded the Missoula Merc. Co.—Victor Commercial Co.

Spionkop, Mont.—Ira I. Walker is now our agt. at this station.—Rocky Mountain Elvtr. Co.

Joplin, Mont.—A new elvtr. will be built here this fall.—North Dakota Realty & Investment Co.

Medicine Lake, Mont.—Richard Teslow is now agt. for the Winter Truesdell Ames Co.—McCabe Bros.

Valier, Mont.—We have installed a Clipper Cleaner.—J. P. Owens, agt. Montana Central Elvtr. Co.

Belgrade, Mont.—Ed. Weast has succeeded me as mgr. of the Farmers Elvtr. Co.—G. Venhizen.

Deer Lodge, Mont.—A grain elvtr. will be built at this station this season.—Blackfoot Com'l Co., Ovando.

Inverness, Mont.—We have installed a new cleaner in our elvtr.—Adolph E. Anderson, agt. St. Anthony & Dakota Elvtr. Co.

Roberts, Mont.—We have bot out the Hawkeye Elvtr. Co. at this station and E. E. Strauch is mgr.—Red Lodge & Roberts Elvtr. Co.

Sidney, Mont.—Five new elvtrs. will be built in this part of Montana during the summer.—D. H. Fulton, agt. Montana Central Elvtr. Co.

Yates, Mont.—Lenard Alguire is now mgr. for Alguire & Moulton. We have succeeded the Golden Valley Independent Grain Co.—W. W. Wood, agt.

Bozeman, Mont.—Probably two new elvtrs. will be built on the new spur of the C. M. & St. P. from Bozeman to Menard.—Gallatin County Farmers Elvtr. Co.

Stipek, Mont.—The elvtr. of the Dawson Grain Co. burned Feb. 23 and will not be rebuilt altho there was some insurance.—F. M. Webb, agt. Occident Elvtr. Co.

Wibaux, Mont.—We have succeeded J. Burns and the V. D. L. Lytle Elvtr. Co. at this station. W. D. McKinnon is sec'y-mgr. of the company and A. J. Minor agt.—J. C. Kinney Elvtr. Co.

Red Lodge, Mont.—McCleary & Co. have bot out W. A. Talmadge, who operated a whse. at this station. E. E. Erickson is now mgr. for the Red Lodge & Roberts Elvtr. Co.—Olcott & Sells.

Benchland, Mont.—Knut Tillotson, mgr. of the Farmers Elvtr. Co., has resigned; and the elvtr. of the Montana Elvtr. Co. is closed for the season.—Chas. A. Minneir, agt. Rocky Mountain Elvtr. Co.

Lewistown, Mont.—We expect to build houses at Christina, Roy, Grass Range, Warwick, Denton and possibly a few other points this summer.—P. R. Trigg, sec'y and treas., Western Lbr. & Grain Co.

Polson, Mont.—I have leased the elvtr. of the Flathead Valley Elvtr. Co. F. L. Gray is pres. of the latter firm. J. C. Cline built a 200-bbl. mill and a 25,000-bu. elvtr. here during 1912.—S. L. Green.

Conrad, Mont.—The Farmers Grange wants to build or buy an elvtr. this year. C. T. Anderson and J. C. Price, who operate as the Conrad Merc. Co., are scoop shoveling here and have no house of any kind.—J. E. Helms.

Riverview, Mont.—The Riverview Merc. Co. has quit buying grain and we have no elvtr. here at present. J. P. Meadors, whose elvtr. burned in January, may rebuild this spring.—A. J. Winkes, agt. Riverview Merc. Co.

Ovando, Mont.—As soon as the railroad work is completed thru this northern portion of Powell county at least four or five elvtrs. will be built to accommodate the large area of winter wheat and oats here.—Blackfoot Com'l Co.

Lewistown, Mont.—We will build at the following points in the Judith Basin this year: Kolin, Grass Range, Roy, Winifred, Denton, Coffee Creek, Hoosac, Warwick, and at two other points which we have not decided on.—Montana Elvtr. Co.

Denton, Mont.—The Denton Farmers Elvtr. Co. incorporated; capital stock \$25,000; incorporators G. L. Friedlein and A. D. Pearson, of the Farmers Elvtr. Co. of Lewistown, and R. J. Anderson. The new company will build an elvtr. at once.

Lanark, Mont.—We will close our elvtr. for the summer about May 1. We have doubled our capital stock in the last year, it now being \$16,000. Henry Lowe is our pres., Ed. Hansen vice-pres., L. Blevins sec'y, and L. M. Ford treas.—J. C. Sullivan, mgr. Farmers Elvtr. Co.

Antelope, Mont.—The Soo is building an extension across the north side of the county which will cut off quite a large territory from this market, but enuf new land is being added each year to keep the total amount of grain raised well up to the mark of 175,000 bus. of wheat and 325,000 bus. of flax marketed here this year.—Imperial Elvtr. Co.

Helena, Mont.—S. B. No. 50, introduced by Senator Stevens, establishing a dept. of record for the inspection and weighing of grain, to be known as the State Grain Inspection Dept., has been passed. Under the requirements of the bill the chief inspector shall file monthly reports under oath with the state auditor; he shall keep his office at the capitol in Helena, and shall receive a monthly salary of \$150 and necessary expenses while actually employed. All elvtrs. doing business for compensation are declared to be public warehouses and the owners thereof public warehousemen, and every elvtr. must procure a license within 60 days from the approval of the act. A board of appeals and a grain grading commission are provided for, and inspectors are required to test all scales and are empowered to require the installation of correct ones where any are found to be defective. The bill also states that the governor may appoint three inspectors at terminals outside Montana, at a salary of \$125 per month for a limited number of months in each year. These inspectors need not be residents of the state if the governor shall so elect. He may also designate places in the state at which grain inspection may take place. The bill carries with it an appropriation of \$5,000 to carry it into effect.

NEBRASKA.

Fairfield, Neb.—I. A. Dandill has bot out B. F. Woodhead.

Howell, Neb.—A farmers elvtr. company is being organized.

Brunswick, Neb.—The elvtr. of the Atlas Elvtr. Co. has been closed.

Elkhorn, Neb.—The Mickey Mfg. Co. is out of business.—H. J. Mickey.

Heartwell, Neb.—The elvtr. of Frank Real burned Feb. 21; loss \$4,000.

Loomis, Neb.—Farmers in this vicinity are organizing an elvtr. company.

Mason City, Neb.—The Mason City Roller Mills are improving their elvtr.

Hordville, Neb.—G. C. Grosvenor has resigned as mgr. of the Farmers Elvtr. Co.

Fremont, Neb.—The Brown Consolidated Mfg. Co. contemplates erecting a large elvtr.

Bloomfield, Neb.—I. H. Grothe is now agt. for McCaull & Webster.—J. J. McComb.

Waterloo, Neb.—The plant of the Waldron Seed Co. was burned to the ground Mar. 19.

Edgar, Neb.—We are rebuilding our elvtr. at this station.—D. B. Sibbey, Shannon Grain Co.

Heartwell, Neb.—We are rebuilding our elvtr. at this station.—D. B. Sibbey, Shannon Grain Co.

West Point, Neb.—The Farmers L. S. Ass'n is interested in the organization of a farmers elvtr. company here.

Dwight, Neb.—I have succeeded F. J. Maixner as mgr. of the Farmers Elvtr. Co., Mr. Maixner resigning.—Jos. Kalina.

Moorefield, Nebr.—Our elvtrs. at this station and at Davenport have been closed for the season.—D. B. Sibbey, Shannon Grain Co.

Bancroft, Neb.—The Bancroft Elvtr. Co. incorporated; capital stock \$10,000; incorporators Chas. Graff, Wm. Tighe, R. H. Stafford, G. A. Bailey and R. A. Ortman.

Sargent, Neb.—The recent fire in our elvtr. burned the roof off of the office, but the building and contents were saved. A defective flue caused the blaze.—Roy P. Leach, mgr. J. H. Currie.

Pickrell, Neb.—The elvtr. of the Farmers Elvtr. Co. has been completed. The equipment includes a 16-h.p. engine, Fairbanks Hopper Scale, 2 stands of elvtrs., 1,000-bu. cleaner and manlift.

Omaha, Neb.—We have built elvtrs. at Colton sta., Sidney p. o., Northport and Roscoe, all new towns on the Union Pac. We also purchased the elvtr. of Soeten Bros. at Chappell.—Trans-Mississippi Grain Co.

Lincoln, Neb.—We have leased our elvtr. at Benedict to the E. A. Twidale Grain Co. of Hastings and the house at Wabash to the farmers. We have also sold the elvtr. at Burruss to A. Koehler and the one at Clay Center to the Updike Grain Co.—Lincoln Grain Co.

Lincoln, Neb.—H. R. 527, recently introduced in the legislature, provides that if complaint is made to the attorney general that any corporation is guilty of unfair discrimination, as defined in H. R. 645, he shall investigate, and if he finds sufficient grounds may prosecute in the proper court for the annulment of the charter or the revocation of the permit of such corporation, and to seek an injunction forbidding them to do business in the state; and H. R. 645 defines discrimination by declaring it to be buying of grain at one point at a different price than is paid at another point, due allowance being made for the freight rates to market. "Proof that any person, firm, or corporation has been habitually and for extended periods of time discriminating between different sections, communities and cities by buying any product, commodity, or property of any kind, and paying therefor a higher rate or price in one section, community, or city than is paid for the same kind of commodity or product, by said party, in another section, community or city, after making due allowance for the difference, if any, in the grade quality and actual cost of transportation from the point where the same is purchased to the market where the same is sold or intended to be sold, shall be prima facie evidence that the party so discriminating is guilty of unfair discrimination."

NEW ENGLAND.

Boston, Mass.—The week of Mar. 9 was one of the heaviest export weeks at this port for many years, 1,144,000 bus. of grain being shipped. Every steamer leaving the port with the exception of the Canopic carried a full cargo of grain.

New Bedford, Mass.—The office of the elvtr. of McKenzie & Winslow was entered during the night of Mar. 7. The thieves moved the safe from the front office to a rear one, but were unable to open it. The only booty they got was three counterfeit dollars, left in the cash drawer.

Lowell, Mass.—The hay and grain office of Paul Vigeant was entered Mar. 3 by thieves who took \$1,415.99, of which only \$300 belonged to him, the rest being held for others. Entrance was gained thru a window. The safe was not broken and Mr. Vigeant thinks that he forgot to lock it when he left the office.

Webster, Mass.—John M. Clarke, for 25 years engaged in the grain trade in this city, died Mar. 3 at the age of 71.

NEW YORK.

Buffalo, N. Y.—The Frontier Elvtr. Co., having torn down its old elvtr., has let contract to Jas. Stewart & Co. for a 2,500,000-bu. concrete annex to Elvtr. "C."

Buffalo, N. Y.—Herman H. Augspurger, well known to the malt trade, and a member of the Corn Exchange, died recently, being stricken with apoplexy after reaching home from his office. He was 57 years old and had been in the grain business here since 1890.

NEW YORK LETTER.

Jerome G. Steever has applied for membership in the Produce Exchange and Warren A. Lamson of Lamson Bros. & Co., Chicago, has made application for associate membership.

The International Elvtr. Co. has let contract to the Burrell Eng. & Constr. Co. for a floating elvtr., to be equipped with two marine legs and transfer machinery, with a capacity of 15,000 bus. per hour. Work will be commenced in July or August.

The firms of Otto Keusch Inc. and B. F. Schwartz & Co. will be consolidated and after Mar. 31 will operate as the Keusch & Schwartz Co. Inc., having a capital stock of \$100,000. The new company will absorb the memberships of the two old concerns in the Produce Exchange, Chicago Board of Trade and the Grain Dealers National Ass'n.—B. F. Schwartz & Co. Inc.

John Aspegren, S. F. Engs, Jerome Lewine, K. B. Muir, L. Arnold, W. R. Cantrell, H. Bruning, J. H. Browne, L. H. Fish, J. P. Grant, J. P. Todd, O. H. Montgomery and W. C. Rossman composed the com'te appointed by the Produce Exchange which went to Albany and formally protested against the passage of the Stillwell Bill. The bill, tho especially drafted for the purpose of preventing the New York Stock Exchange from discriminating against other exchanges, was so worded as to make it compulsory for the members of any exchange to trade with all persons on an equal basis, regardless of conditions, etc. The modifications suggested by the com'te from the exchange were carefully considered by the legislative com'te and it is believed that the bill will be changed so that it will not affect the business of the Produce Exchange.

NORTH DAKOTA.

Crystal Springs, N. D.—Farmers intend to build an elvtr.

Berthold, N. D.—The Farmers Elvtr. Co. will remodel its elvtr.

Wildrose, N. D.—Geo. Erb is now mgr. for the Equity Elvtr. Co.

New Salem, N. D.—The elvtr. of A. F. Dietz & Son has been torn down.

Guthrie, N. D.—The Ely-Salyards Co. is rebuilding its elvtr. burned in January.

Conway, N. D.—I am now mgr. for the Pisek Grain Co.—Wences V. Houdek.

Flasher, N. D.—Center & Bollinger have leased the elvtr. of the Farmers Elvtr. Co.

Lark, N. D.—The C. H. Chase Elvtr. Co. is the only one at this station.—F. A. Wagner, agt.

Rolette, N. D.—The elvtr. of the John D. Gruver Elvtr. Co. has been closed for the season.

Park River, N. D.—The Farmers Elvtr. Co. will paint its elvtr. and make necessary repairs.

Petersburg, N. D.—I am going out of the grain business.—Theo. Thompson, agt. A. O. Cornwell.

Kramer, N. D.—We will rebuild our office, burned Feb. 10.—Wm. Honadel, agt. Woodworth Elvtr. Co.

Wellsburg, N. D.—Billigmeier & Heil will install new machinery in their elvtr.—J. A. Schatz, Heimdal.

Buchanan, N. D.—Joel Johnston, agt. for the Schmidt & Anderson Grain Co. for the last five years, died recently.

Adams, N. D.—The Farmers Elvtr. Co. has bot the elvtr. of H. E. Braum and will take possession about April 15.

Dunseith, N. D.—I am going to retire from the grain business, April 1.—H. C. Kornder, agt. Imperial Elvtr. Co.

Ypsilanti, N. D.—We will make needed repairs and improvements this spring.—C. Gibson, mgr. Farmers Elvtr. Co.

Brisbane, N. D.—If crop conditions are favorable an elvtr. will be built here.—M. O. Jacobs, agt. Columbia Elvtr. Co.

Blabon, N. D.—The Farmers Elvtr. Co. will put in a 100-ton track scale and will make other repairs.—J. C. Walters, mgr.

Tappen, N. D.—The Equity Elvtr. Co. incorporated; capital stock \$20,000; incorporators J. Stoullil, T. Berry and A. Tishler.

Lucca, N. D.—H. E. Tingdahl is now mgr. of the Farmers Elvtr. Co.—Nils M. Tacklind, mgr. Farmers Elvtr. Co., Drayton.

Mohall, N. D.—The elvtr. of the Farmers Elvtr. Co. was recently threatened by fire, but three hours hard work saved the building.

Dahlen sta., Petersburg p. o., N. D.—An elvtr. will be built here this summer by the farmers elvtr. company now being organized.

Brantford, N. D.—The engine house and office of the Equity Elvtr. Co. were recently destroyed by fire and will be rebuilt at once.

Hurdsfield, N. D.—J. B. Hofer will succeed F. M. Schulz as agt. for the Occident Elvtr. Co., April 1.—W. M. Thompson, agt. Andrews Grain Co.

Carrington, N. D.—I am now located at this station.—C. D. Cain, formerly mgr. Farmers Elvtr. Co., Dundas sta., New Rockford p. o., N. D.

Niobe, N. D.—The elvtr. of the Rugby Mfg. Co. has been closed for the season and Mgr. Nick Shabert transferred to Rugby.—V. A. Fletcher.

Hoople, N. D.—J. J. Lorusun has succeeded Al. Hoople as mgr. for the State Elvtr. Co.—W. J. Dargan, agt. St. Anthony & Dakota Elvtr. Co.

Lynchburg, N. D.—August Evert has succeeded H. E. Tingdahl as mgr. of the Farmers Elvtr. Co.—Nils R. Tacklind, mgr. Farmers Elvtr. Co., Drayton.

Fordville, N. D.—There will be a farmers elvtr. company here next summer which will buy one of the elvtrs. here.—J. M. Sluke, agt. Woodworth Elvtr. Co.

Starkweather, N. D.—T. S. Wiley succeeded F. N. Maurer as agt. for the Farmers Grain Co., Mar. 1.—A. M. Mikkelsen, auditor Farmers Grain Co., Devils Lake.

Marion, N. D.—The two elvtrs. of the Johnson Elvtr. Co. have been bot by A. D. S. Johnson, who will operate them under the name of the A. D. S. Johnson Elvtr. Co.

Powers Lake, N. D.—This is a good grain territory and will be better as there is a large per cent of land still not improved.—F. E. Aiken, agt. Imperial Elvtr. Co.

Ellsberry, N. D.—The Ellsberry Grain Co. has bot the elvtr. of the Winter-Truesdell-Ames Co. T. Wildish is mgr.—A. M. Mikkelsen, auditor Farmers Grain Co., Devils Lake.

Oriska, N. D.—The elvtr. of the Andrews Grain Co., at this station, is not closed, as reported in the list of Grain Elvtr. Operators of North Dakota, but is in operation.

Jamestown, N. D.—M. G. Harnden, for the last 2 months stationed at Gladstone for the Powers Elvtr. Co., is now asst. auditor for the same company with headquarters here.

Beach, N. D.—A. H. Lytle, mgr. of the Lytle Elvtr., was instantly killed, Mar. 3, about 3 miles from home, when the automobile which he was driving struck a rut and was overturned.

Charles, N. D.—We will either build or buy another elvtr. and will also improve our old one. Have handled 175,000 bus. of grain so far this season.—Elias Thorsett, mgr. Farmers Elvtr. Co.

Orr, N. D.—The elvtr. of the St. Anthony & Dakota Elvtr. Co., partially filled with grain, burned to the ground, Mar. 11. The fire started in the cupola and burned downward. The elvtr. was fully insured.

Milnor, N. D.—The Farmers Grain Co. has been organized here and if it can not buy one of the old elvtrs. will build a new one. Henry Frick is now mgr. for the Andrews Grain Co.—Joseph Melaas, mgr. Thorpe Elvtr. Co.

Driscoll, N. D.—The Equity Grain & Merc. Co. has brot suit against the Nor. Pac. Ry. Co. for the loss in a car of flaxseed shipped from this station, July 20, 1912, consigned to Atwood-Larson Co. of Minneapolis. The car contained 59,638 lbs. when shipment started and lost 16,998 lbs. en route.

Dahler sta., Petersburg p. o., N. D.—C. E. Nelson is now mgr. for the Atlantic Elvtr. Co. C. Lindberg has succeeded J. H. Warren as mgr. of the Farmers Elvtr. Co. and I am agt. for the Minnekota Elvtr. Co. The Farmers Elvtr. Co. has just been organized with a capital stock of \$30,000 and will build an elvtr.—R. L. Kempf.

Jessie, N. D.—Our house has been in operation for nine years and has not been closed during that time, altho the list for North Dakota Grain Elvtr. Operators states that we are open only 6 months of each year. I have been mgr. for 7 years and with two other parties own the elvtr.—Robt. I. Thorn, mgr. Thorn-Arndt Grain Co.

Bismarck, N. D.—The bill under which a levy of $\frac{1}{8}$ of a mill will be made in this state, the revenue to be used in constructing terminal elvtrs. in Wisconsin and Minnesota, was approved by Gov. Hanna, Mar. 17. The levy will create a fund of about \$40,000 annually. The operation of the state terminal elvtrs. will be under the direction of the state board of control. S. B. 166, reinstating and validating the charters of corporations that have been canceled for failure to report according to the law, was also approved by the governor.

Egeland, N. D.—The elvtr. of the Atlantic Elvtr. Co., containing 8,000 bus. of grain, burned Mar. 16. The fire had evidently been burning for some time when discovered and had gained so much headway that the building could not be saved. Only the coal sheds and part of the office were left after the fire. Much of the grain in the building was removed, but it is badly damaged. The blaze is believed to have started from an overheated bearing in the elvtr. leg, and was first noticed when it burst thru the roof. The elvtr. of the Woodworth Elvtr. Co. stands less than 100 ft. from the burned structure and was saved only after a hard fight. Several holes were burned in the roof.

Bismarck, N. D.—The following bills were signed by the governor Mar. 18: S. B. 161, introduced by Senator McDowell, requiring railroad companies to line and cooper cars tendered to grain shippers and shippers of flour and flour mill products, or to reimburse shippers therefor. S. B. 131, introduced by Senator Thoreson, requiring public warehouses to first clean a sample of any grain before testing for the grade of such grain, and providing a penalty for violation of this act; and S. B. 110, introduced by Senator Plain, which is a concurrent resolution amending constitution of state of North Dakota, empowering legislative assembly to provide by law for erection, leasing, purchasing, and operating terminal elevators in North Dakota.

OHIO.

Columbus, O.—The Winans Bill has been sent back to the Com'te on Agri.

Holmesville, O.—The elvtr. of Miller Bros., containing 4,000 bus. of grain, burned recently; loss \$5,500.

Rockford, O.—Wagers & Dustman have bot the elvtr. of McMillan & Hoge.—J. C. C.

Lima, O.—C. E. Young & Son, track buyers of grain and hay at Urbana, have opened an office at this point.—J. C. C.

Shawtown, O.—The Shawtown Grain Co. incorporated; capital stock \$10,000; incorporators N. S. Moorhead, F. S. Robinson and B. B. Brumley.

North Hampton, O.—I do not intend to enter the grain business again. Will devote my time to farming.—J. M. Hockman, R. D. 7, Springfield, O.

Toledo, O.—The hearing before the Interstate Commerce Commission on the alleged discrimination in shipping rates of grain was held April 9.

Camden, O.—H. H. Payne, pres. of the Payne & Eikenberry Co., died Mar. 12 from uraemic poisoning. He was 72 years old and was well known in the grain trade.

Holgate, O.—The Harrison-Johnson Co. has settled with the insurance companies for the loss of its elvtr. burned in August, 1912, the amount paid them being \$10,000.

Bucyrus, O.—The affairs of the defunct Valparaiso Grain & Elvtr. Co. have not been straightened out and at present it is not known whether the business will be resumed or not.

Liberty Center, O.—The Liberty Center Grain & Stock Co. has bot the elvtr. of J. A. Wright. Officers of the company are I. W. Loudon, pres., Aug. Gotschalk vice-pres. and M. F. Russell sec'y and treas.

Napoleon, O.—John Vocke & Son have let contract to the Burrell Eng. & Constr. Co. for a 30,000-bu. elvtr. to replace the one burned Feb. 5. The house will be of cribbed construction, on a concrete foundation, and will be iron clad.

New Madison, O.—The corn sheller in the elvtr. of D. L. Mote recently flew to pieces while running at a high rate of speed, owing to the fact that it had been strained when a hammer had been thrown into it with a load of corn.

Defiance, O.—Kinney & Garver have dissolved partnership, the interests of Mr. Kinney having been purchased by O. E. Ramey and G. Wiler. The new firm will operate as Garver, Wiler & Ramey. Mr. Kinney will conduct an elvtr. at McClure.

Toledo, O.—The equipment of the new elvtr. of Chas. Rockwell & Co., of Mt. Vernon, N. Y., will include an oats crusher and clipper, cracked corn mill, feed mill, automatic sacker, elvtr. and scales. The building will be so arranged as to allow the addition of steel tanks for storage when needed.

Toledo, O.—Frank I. King, David Anderson and Fred Mayer have been appointed as a com'te to submit a tentative proposition to the owners of the 21-story National Bank bldg., now in the course of construction, for new quarters for the Produce Exchange, many members desiring to make the change.

Yellow Springs, O.—Last December I bot out all of the old stockholders of the John De Wine Co. and took P. J. Shouvin as an equal partner. We are still running as a corporation, my wife, Mr. Shouvin's son and the bookkeeper forming the company. Our officers are P. J. Shouvin, pres., F. X. Murphy, sec'y and myself vice-pres. and treas. We have made many improvements, installing cleaners, separators, a 250-ft. conveyor and a drier.—John De Wine.

CINCINNATI LETTER.

Cincinnati, O.—The directors of the Chamber of Commerce have decided that members of the Hay & Grain Exchange will be required to submit to compulsory arbitration of commercial disputes.

J. F. Costello Grain & Hay Co. incorporated; capital stock \$20,000; incorporators Joseph F. Costello, John DeMolet, Jr., and William C. Straehley. Mr. Costello was formerly with the Union Grain & Hay Co., while John DeMolet is with Allen & Munson.—S.

Choice wheat is scarce here. The local millers want this class of wheat and are paying a premium for the 60 and 60 $\frac{1}{2}$ lb. wheat of from 1 to 3c. A big slump in receipts of corn during the past two weeks. Only 224 cars were inspected, compared with 353 cars during the two previous weeks.—S.

Members who buy or sell grain, hay, and straw as brokers must collect a minimum of \$3 per car for the services performed, except when the broker makes advances, and in that case the commission rule shall apply, is also a new rule, applying to transactions between fellow members and between members and non-members.—S.

The following com'tes were recently appointed by the directors of the Chamber of Commerce: Com'te on corn, Paul Van Leunen, J. G. Walker, A. C. Gale, Dan B. Granger, and W. McQuillan; on wheat, B. W. Wasson, James A. Loudon, H. Edward Richter, Henry M. Brouse and H. W. Brown; on oats, John DeMolet, Jr., August Ferger, Wm. Klein, R. S. Fitzgerald and John E. Collins.—S.

The Winans bill, which had greatly stirred up the grain trade all over the state and which had passed the House at Columbus by a vote of 104 to 3, was brot up for passage in the Senate this week, but was given a severe jolt, and referred back to the Agricultural Com'te. It now looks as tho it will never come up again. The Senators after hearing the arguments of the trade refused to let the bill go thru, and it has been placed on the shelf for future reference.—S.

Directors of the Chamber of Commerce have adopted the following rule, establishing a minimum commission, as requested by the Grain & Hay Exchange, the minimum charge being 1c per bu. on wheat, 1c per bu. on rye, 1c per bu. on ear corn, with a minimum commission of \$7.50 a car; $\frac{1}{2}$ c per bu. on oats, $\frac{1}{2}$ c per bu. on shelled corn, 75c per ton for hay and straw, with a minimum commission of \$7.50 per car. A rule similar to this exists in almost every other market, and it has worked out satisfactory.—S.

The traffic branch of the Chamber of Commerce held a meeting at the Business Men's Club this week, fully 100 members being present. J. R. Cavanagh supt. of the freight transportation dept. of the Big Four, spoke on "Car Demurrage and per Diem." He proposed a simple remedy for the existing unsatisfactory method of handling the demurrage and per diem controversy by advocating a universal pooling of all the cars of all roads. "For instance," he said, "when one line receives, say, 500 cars of wheat from another line, it should have the privilege of delivering at once 500 cars, thus making the debit equal to the credit, and thus doing away with all the red tape now woven around the subject."—S.

The new amendments to the rules and regulations of the Chamber of Commerce for the regulation of the grain trade, effective Mar. 15, seem to be very satisfactory so far. The main feature of the amendments is rule VII, section 3, which reads as follows: On all shipments of grain grading No. 3 or better in cars that are too full for thoro inspection, the seller must guarantee the grade to place of unloading within the switching limits of Cincinnati, but in order to obtain a discount for lower grades, the buyer must have the shipments reinspected and file his claim with the seller within 24 hours after the car is actually or constructively placed for unloading. On grain that grades below No. 3 in quality the buyer shall have 48 hrs. from the time of purchase to reinspect and claim discount on lower grades, except in cases where the inspector finds upon unloading of car that the original inspection and sample did not represent the true character of the contents of the car. Should the buyer and seller find it impossible to agree as to the discount under this rule, the dispute shall be settled by a Standing Discount Com'te to be appointed by the directors upon the recommendation of the president of the Hay & Grain Exchange on the first Monday in

March each year, and the decision of the discount committee shall be final.—S.

OKLAHOMA.

Enid, Okla.—The Enid Mill & Elevator Co. suffered a slight loss from fire Mar. 16.

Kaw City, Okla.—Farmers are organizing to buy the elevator of W. T. Conklin at this station.

Marshall, Okla.—We will make general repairs in our elevator this spring.—Pearson & Hayton.

Okeene, Okla.—T. J. Connolly, prop. of T. M. Connolly & Co., died Feb. 3.—Thos. P. Sweeney.

Cordell, Okla.—The plant of the Cordell Gin & Mill Co. was totally destroyed by fire Mar. 11.

El Reno, Okla.—We have moved our head office from Cherokee to this point.—W. G. Sautbine, Cherokee Grain Co.

Woodward, Okla.—Crowell Bros. & Teter sold their elevators here and at May to the Farmers Supply Co. of this city, which now operates the Woodward Elevator under the name of the Teter Grain Co. and the May house under its own name.—A. C. Teter.

PENNSYLVANIA.

Pittsburgh, Pa.—Application for membership in the Hay & Grain Exchange has been made by C. W. Fisher.

Lancaster, Pa.—B. Frank Eby, member of the Commercial Exchange of Philadelphia, has been quite ill at his home here following a severe surgical operation.—C.

Pittsburgh, Pa.—The following notice has been posted by the directors of the Grain & Hay Exchange: Inconvenience and delay is being experienced by the failure of shippers and agents to note on Bills of Lading, manifests and card way bills, "Inspection Permitted." Railroads here are enforcing the new order Bill of Lading clause. By giving this your attention, delay and demurrage will be prevented.

Pittsburgh, Pa.—Harry F. Denig, traffic mgr. of the Grain & Hay Exchange, is calling attention to Traffic Bulletin No. 3, which reads as follows: An error frequently appearing in the "route" space on Bills of Lading is "Penn. delivery" when Pennsylvania Co., Pennsylvania Railroad or P. C. C. & St. L. Ry delivery is wanted. In order to avoid complications, care should be exercised in filling in this space and Pennsylvania Co., Pennsylvania Railroad or P. C. C. & St. L. Ry. should be shown, according to the delivery required. "Wabash delivery" should not be shown if Wabash Pittsburgh Terminal Ry. delivery is wanted. For this delivery "W. P. T. Ry. delivery" should be shown in order to avoid misunderstanding and delay in forwarding. "Erie delivery" should not be shown if P. & L. E. R. R. delivery is wanted. The Erie R. R. does not enter Pittsburgh and mistakes will be avoided if P. & L. E. R. R. delivery is shown in the route space instead of the wording given above.

PHILADELPHIA LETTER.

John MacBurney, a one-time active member of the Commercial Exchange and a prominent grain dealer, died recently, at the age of 59.—C.

William F. Brey, who was sued in the United States District Court for non-settlement of claim, pleaded breach of contract and was awarded \$294. The case was tried before Judge Thompson.—C.

Grain shipments to foreign ports since the first of the year have more than doubled those of 1912 for the corresponding period, and from all present indications the increase will be so great that last year's shipments will look like a one month's shipment when compared to the total amount at the end of the year. The total shipments up to the middle of March have reached 4,318,667, against 2,760,991 for 1912.—C.

Philadelphia, Pa.—The insurance rates on the new re-inforced concrete elevator will be 1/2%, instead of 2 1/2% as on the old elevator. The main elevator is 144x96x120 ft., the rear structure being 144x120x210 ft. and facilities for handling 80 cars per day, i. e. 40 incoming and 40 outgoing, will be provided. James Stewart & Co. have the contract.

Much interest is being manifested in the corn contest, which is being held under the direction of the Corn Exchange National Bank of Philadelphia. The bank has offered prizes amounting to \$1,250 for the best corn grown in the States of Pennsylvania, New Jersey, Maryland and Delaware during the coming season, and during the first week of next December the corn will be judged at an exhibit held at the Commercial Exchange.—C.

So much time has been lost by the Pennsylvania Railroad Co. in beginning construction of its new elevator that it looks as tho July, 1914, would be an early date to expect its completion. Every effort should be made to facilitate this work, as New York is making many improvements in her facilities for handling export grain, and in May of this year the Lehigh Valley Railroad will have completed at New York a large modern elevator, placing that port in better condition than ever before to handle full cargo steamships, all of which will prove an important handicap against Philadelphia until the facilities here are brought to the same standard.

The proposition to establish an additional export corn grade not quite so rigid as the one in the present grain rules, under which all foreign contracts are based, has been denied by the directors of the Commercial Exchange. The effective rule now provides that "Natural No. 2 shall not contain at time of shipment between March 1 and July 1 in any year, more than 16% of moisture," and that "artificially dried No. 2 corn shall not at time of shipment during any period of the year, contain more than 16% of moisture. Certificates of moisture shall be issued by the chief grain inspector of the Commercial Exchange at the time of shipment." The purpose of a new moisture test grade of 18% or even greater, it was claimed, was to meet the wants of foreign buyers who were willing to take chances on such grain.

SOUTH DAKOTA.

Stratford, S. D.—Henry Dunker will build an elevator.

Parkston, S. D.—A. Melhaff has bought the elevator of C. R. Rampfer & Co.

Redfield, S. D.—Geo. C. Christian will build an 80,000-bu. steel elevator.

Junius, S. D.—W. I. Tompson of Madison has bought the elevator of D. McKinnon.

Grover, S. D.—The Farmers Elevator Co. will take over the elevator of the Northwestern Elevator Co.

Plankinton, S. D.—The Farmers Elevator Co. has decided to tear down its old elevator and build a 35,000-bu. elevator on the site.

Yale, S. D.—The Farmers Elevator Co. incorporated; capital stock \$6,000; incorporators James Corrigan and Wm. Coughran.

Badger, S. D.—The recently organized Farmers Elevator Co. has bought the McKibben elevator, and will conduct it with P. R. Phinney as manager.—B.

Tulare, S. D.—The Tulare Farmers Elevator Co. incorporated; capital stock \$25,000; incorporator A. J. Price, Richard Lubanet and Gordon McNeill.

Putney, S. D.—The Farmers Elevator Company has been organized with the following directors, C. A. Dickerson, W. J. A. Schoppe, E. Stauffenberg, C. Jensen and Max Pfeifer. An elevator will be erected by the new company.

Fairview, S. D.—M. Marken was warming the generator of the gasoline engine in the Farmers Elevator Co. with a gas torch, when the gasoline can exploded. His clothing was set on fire and he was badly burned about the face.

Wm. H. Colvin & Co. 104 S. La Salle Street CHICAGO

There seems to be no good reason for the extreme depression that has so long existed. The wheat markets of this country are devoid of any inflation, they are on an export basis, and are said to be the lowest on record, relative to prices in other countries.

Corn shows a gradual hardening tendency. Prices are 20 cents lower than a year ago, the consumption is large, and the high values of hog products, ensures profitable feeding of corn at much higher prices than now prevail.

**Consignments of Grain
and orders for future
transactions solicited.
Also orders for wheat
from millers.**

MEMBERS

New York Stock Exchange,
New York Coffee Exchange,
Chicago Stock Exchange,
Chicago Board of Trade.

Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book, 9 1/2 x 12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, is printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380. Price, \$1.50.

GRAIN DEALERS JOURNAL
La Salle Street, CHICAGO, ILL.

Record of Cars Shipped

FORM 385 is a book designed especially for country shippers in keeping a complete record of each car of grain shipped. Reproduced herewith are the column headings and rulings of both the right and left hand pages.

Together with "Wagon Loads Received," it forms a very good set of books for a country dealer.

The book contains 160 pages of linen ledger paper, each 9 1/2 x 12 inches, ruled 29 lines to a page, so as to give the book spaces for recording 2,320 car loads. It is well bound in strong boards with leather back and corners. Price, \$1.50.

Grain Dealers Journal
La Salle St. Chicago, Ill.

SOUTHEAST.

Atlanta, Ga.—The W. S. Duncan Co. has succeeded the Duncan-Hodnett Grain Co.

Richmond, Va.—W. T. Selden has been elected vice-pres. of the Adams Grain & Provision Co.

Brunswick, Ga.—Warnell, Wall & Co. is the name of the new wholesale grain and hay firm organized by J. R. Walls, W. M. and H. F. Wiggins.

Jacksonville, Fla.—The new hay and grain com'te of the Board of Trade is composed of A. S. Baker, C. W. Bartleson, B. F. Bowen, C. M. Lewis, G. M. Parker, C. E. Pepperday and R. L. Stringfellow.

TENNESSEE.

Cleveland, Tenn.—The Brayant Hdwe. Co. recently bot out the Hall Bros. Co. and will continue the business.—M. L. Beard.

Memphis, Tenn.—I have just recovered from a severe sick spell and am not with the "Riverside" people any more.—L. G. Anderson, formerly supt. Riverside Elvtr.

Nashville, Tenn.—The grain reshipping situation in Nashville is in a very uncertain state and will be until the final decision by the U. S. Supreme Court on the reshipping case now before that tribunal. Shud the case be decided adversely to us it will mean the prohibition of the grain trade in Nashville. Dealers are therefore not extending their lines of business enterprise until the matter is settled.—Caswell E. Rose.

TEXAS.

Orange, Tex.—M. E. Goodman of Houston has bot the business of the Orange Grain Co.

Pampa, Tex.—The Star Mill & Elvtr. Co. is contemplating improvements that will double its capacity.

San Angelo, Tex.—The Taylor Brokerage Co. organized to deal in wholesale grain, hay, etc.; organizers, D. S. and D. I. Taylor.

San Antonio, Tex.—The warehouse of Jos. Landa, containing over 150 car loads of alfalfa and hay, burned Feb. 28; loss \$25,000; insurance \$20,000.

Pampa, Tex.—The Pampa Grain Co. will probably enlarge its plant this spring and may erect elvtrs. at Hoover and Kingsmill, stations near this city.

Fort Worth, Tex.—Thousands of bus. of oats for the use of the horses and mules of the U. S. Army, en route for Galveston are passing thru this city daily.

Fort Worth, Tex.—Ashby Woodson has been admitted to membership in the Grain & Cotton Exchange. Mr. Woodson was formerly with the Elwood Grain Co. at St. Joseph, Mo., but is now connected with the Stowers Grain Co. at this point.

Ft. Worth, Tex.—The Court of Civil Appeals of Texas has denied a rehearing in the suit by J. L. Walker against the Hartford Fire Ins. Co. and the Equitable Fire & Marine Ins. Co. In their appeal the insurance companies alleged that the lower court should have given the jury peremptory instructions in their favor because the undisputed evidence showed that after the fire the assured had changed and altered his books and records so as to make them show a greater loss than he had in fact suffered, for the purpose of collecting a greater amount of money than was due on the policies. The court held that the question of fraud had to be submitted to the jury.

UTAH.

Salt Lake City, Utah.—We are half owners of the Chancellor Mills Co., a new corporation which will build a 300 bbl. mill.—C. A. Smurthwaite Grain & Mlg. Co.

WASHINGTON.

Tekoa, Wash.—The Farmers Union has decided to build a 50,000-bu. elvtr.

Albion, Wash.—The Farmers Union Merc. Co. will build a 75,000-bu. elvtr. at an early date.

La Crosse, Wash.—The farmers of this vicinity will build a 50,000-bu. elvtr.—Farmers Union.

Spokane, Wash.—The Union Flour Mills are contemplating the erection of a number of country elvtrs.

Walla Walla, Wash.—The W. P. Reser Co. has been organized to deal in grain; capital stock \$650,000.

Chambers, R. D. Pullman, Wash.—The Mark P. Miller Mlg. Co. will build a warehouse.—M. F. Brownfield, Pullman.

Mondovi, Wash.—The Washington State Grain & Mlg. Co. will build a 75,000-bu. elvtr. for the handling of grain in bulk at this point, to cost \$6,000.

Pullman, Wash.—The heavy snows this winter have caused 23 grain warehouses to collapse in Palouse County, some being a total loss.—M. F. Brownfield, R. D. No. 3.

Spokane, Wash.—The Falls City Mill & Feed Co. has been consolidated with the Washington Grain & Feed Co. and the business will be operated as the Falls City Mill & Feed Co. Justus K. Smith has retired from the firm and A. B. Johnson is the new pres.

Olympia, Wash.—Ass't Attorney General Lyle in a formal opinion to the board of control, states that the board overstepped its authority in adopting a resolution, at the direction of Governor Lister, declaring the sale of jute bags made early in the year, null and void, and ordering them resold on a pro-rata basis according to the applications from each county. He says that the law concerning the sale of penitentiary-made bags is clear and specific and points out that the board of control sold the bags originally in accordance with the law, which provides that they shall be sold on the basis of the bona fide applications. At no time has there been a change, and therefore it is announced that the board of control has no reason for setting aside the sale.

WISCONSIN.

Kaukauna, Wis.—August Heintz is now mgr. of the Farmers Elvtr. & Produce Co.

Ashippun, R. D. Oconomowoc, Wis.—The Milwaukee Elvtr. Co. contemplates erecting an elvtr. here.

Sauk City, Wis.—Geo. Geier and F. Maegerlein have bot an interest in the elvtr. at this point.

Sister Bay, Wis.—The elvtr. of the Equity Elvtr. Co. has been sold by John Perry, trustee, to a farmers company, the price being \$800.

MILWAUKEE LETTER.

Ware & Leland have removed their offices to the lower floor of the Chamber of Commerce Bldg.

Fire recently damaged the grain in the elvtr. of the American Malting Co. to the extent of \$2,500.

The freight Buro of the Chamber of Commerce will be continued for another year with Geo. A. Schroeder in charge.

Rate of interest on advances for month of March has been fixed by the finance com'te of the Chamber of Commerce at 6% per annum.

Bryan Coughlin, a well known member of the grain trade at this market, died recently. Mr. Coughlin was a member of the Chamber of Commerce.

The annual election of officers of the Chamber of Commerce will be held Apr. 7, the caucus having been held on Mar. 22 and the primary election Mar. 29.

Elvtr. "A." recently leased by the Donahue-Stratton Co., from the C. M. & St. P. Ry. Co., will be closed for several days, beginning Mar. 25, so that its contents may be weighed before transfer, April 1, to the lessees. The elvtr. will continue to be operated as a private house until the expiration of its present contract, Aug. 1, 1913.

MEETING NORTH DAKOTA Farmers Elevator Ass'n.

The North Dakota Farmers Grain Dealers Ass'n held its second annual meeting Mar. 4-5 at Valley City, N. D.

After Vice-Pres. P. A. Lee had called the members to order the first address was delivered by W. H. Stutsman, chairman of the North Dakota State Railroad Commission. "Numerous complaints have arisen over the distribution of cars; but we have been able in practically every instance to adjust these to the satisfaction of the shippers."

"Elevator managers have no right to bribe trainmen in order to get their share of the cars."

"Elevator licenses take effect Aug. 1 and applications ought to be sent to our office before that time. We have about 2,000 bonds to issue, and about Aug. 1 our office is swamped. The fee should be sent to the state treasurer, but the application to us."

"Track buyers should be compelled to take out licenses the same as grain dealers."

"Failures of many elevators are largely due to carelessness in accounts and bookkeeping. Bookkeeping should be uniform."

Secretary S. W. Unkenholz criticised the attempt made to form a rival state farmers elevator ass'n at Fargo Jan. 5, declaring the meeting was dominated by Geo. Loftus.

A resolution was adopted favoring the passage of H. B. 165 to enact the co-operative law.

A. A. Lee, of Hatton: A legal rate of storage should be charged by everybody. In about 7 out of 10 years it has paid well to ship out stored grain, sell it on the market, and buy back a hedge against it. When it got so that May wheat was worth 4½ cents a bushel more than cash wheat in November it did not pay.

J. M. Johnson, Thompson: The real reason for the failure of some farmers elevator companies is general incompetency of the manager and lack of system in keeping books.

John G. McHugh, sec'y of the Minneapolis Chamber of Commerce, delivered an able address on "The Relation of a Grain Exchange to a Farmers Elevator." He explained that the charge of \$1.50 per car for switching grain at Minneapolis, regardless of the actual expense, was imposed for the sake of uniformity.

Nels Tacklind: Line companies used to get their agents for \$60 to \$75 per month. Now the farmers co-operative elevator companies are paying \$125 to \$175 per month to their managers.

The following officers were elected for the ensuing year: Pres., P. A. Lee, Pekin, N. D.; First Vice Pres., Fred A. Bowers, Beach, N. D.; Second Vice Pres., Arthur Lane, Sherwood, N. D.; Sec'y, S. W. Unkenholz, Mandan, N. D.; Asst. Sec'y, E. A. Bowman, Kulm, N. D.; Treas., S. Quamme, Finley, N. D. Directors—C. P. Peterson, Bisbee; J. M. Still, Beach; P. J. Bohnsack, Kelso; J. A. Stot, Kulm; John Johnson, Thompson; Frank Peterson, Emmett, and J. H. S. Thompson, Valley City.

The managers voted to hold an extraordinary special meeting in July, to be called by J. S. H. Thompson, of Valley City, who is pres. of the State Ass'n of Managers of Farmers Elevators.

Supply Trade

Chicago, Ill.:—C. F. O'Connor has resigned from the Skillin & Richards Mfg. Co., and is now engaged as Chicago representative of the Avery Scale Co.

Chicago, Ill.:—Edwin H. Havens, supt. of the millwright department of H. W. Caldwell & Sons Co., died suddenly of heart disease while at work, recently.

Buffalo, N. Y.:—The demurrer of bill in the suit in equity by the Williams Patent Crusher & Pulverizer Co. against the Kinzie Mfg. Co. has been overruled, by Judge Hazel of the District Court.

Springfield, Ill.:—Among the incorporations licensed by the secretary of state is the Johnson-Schweizer Co., with a capital stock of \$10,000, for a general contracting and planing mill business.

Chicago, Ill.:—James Stewart & Co. have engaged a large suite of offices in the new Westminster Bldg., with the intention of consolidating both the offices now located in the Fisher Bldg. They expect to move about May 1st.

Cedar Rapids, Ia.:—Chas. E. Newell has purchased the entire Newell Constr'n Co. business, and is now sole owner. A suite of rooms has been engaged in the Granby Bldg. Mr. Newell has been actively engaged in elevator construction work since 1899.

Minneapolis, Minn.:—M. D. Varney, until recently the St. Louis and formerly the Omaha representative of the Winters-Coleman Scale Co., is now with the Power Equipment Co. He has been succeeded in his previous position by S. C. Schafer.

Passaic, N. J.:—L. B. Graham, who has been connected for a number of years with Fairbanks, Morse & Co., at Indianapolis, has formed a connection with the Richardson Scale Co. He is assuming control of the southwestern territory, with headquarters at Wichita.

Dover, Del.:—The Allis-Chalmers Mfg. Co. was recently given a perpetual charter, with a capital of \$42,500,000, divided into 425,000 shares of \$100 each. The company is authorized to begin business with \$1,000,000. It is understood the main office will be in New York City.

Milwaukee, Wis.:—A license to incorporate in Illinois was issued to the Ellis Dryer & Elvtr. Co. with a capital of \$100,000 for the purpose of conducting a general grain, elevator, storage, dryer and manufacturing business. The Illinois representative is Wynn Ellis.

Those who are interested in the proposed patent law revision and what it means to inventors, manufacturers, dealers and the public, will find of value the booklet by Gilbert H. Montague of the New York Bar, published by the Harvard Law Review Ass'n, Cambridge, Mass.

New York, N. Y.:—Two announcements of considerable interest to the users of Johns-Manville products have been made by that company. Its Newark office and salesroom has been removed to 239 Halsey St., where a large floor area, in the heart of the city's business center, gives ample space for the display of its varied line. The increasing demand coming from the state of Utah has made it advisable to open a branch office in the Dooly Block, Salt Lake City. This affords another illustration of this company's policy to utilize all possible means to further the interests of their customers.

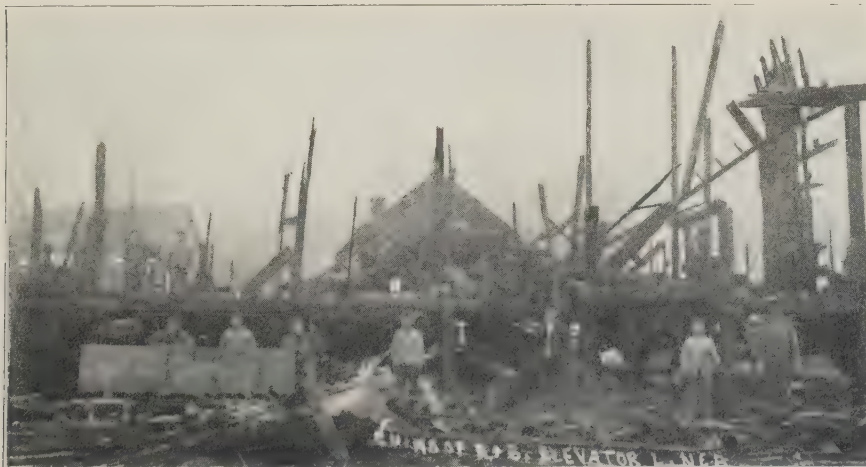
ELEVATOR BURNT TO THE Ground.

The elevator belonging to Keckler & Schafer at Louisville, Neb., burned during the night of Feb. 25. The photograph given below will show how completely the building was destroyed. The cause of the fire is unknown.

The elevator was valued at \$6,000 and insured for \$4,000. About \$900 worth of grain was also burned, all of which was insured.

Four days after the fire Keckler & Schafer gave a contract to G. H. Birchard to construct another elevator on the site of the burned plant. It is expected that the new elevator, which will be modern in every respect, will be completed by May 1.

THE GRADING of grain imported from Canada is being investigated by the U. S. Treasury Dept. G. A. Foulkes, St. Paul, Special Treasury Agt., is said to be reporting a food preparation as chaff from wheat (on which the duty is very small), instead of as No. 1 wheat, resulting in a big reduction in the duty assessed.



Ruins of Keckler & Schafer's Elevator at Louisville, Neb.

HESS

Grain Dryers

All Sizes — For All Purposes.

Improved Brown - Duvel Moisture Testers

High steel stands with shelves; copper flasks; brass tubes; burns gas, gasoline, alcohol or electricity.

These protect the grain man against incorrect judgment in buying; against deterioration of grain in storage. They enable him to improve his grain and to tell with absolute certainty that it will make the grade he wishes.

They are his best INSURANCE against loss, and they win profits not obtainable otherwise. Hundreds of dealers equipped themselves in 1912. What are your needs for 1913?

Hess Warming & Ventilating Co.

907 Tacoma Bldg., Chicago

A New Moisture Tester booklet, with latest and complete instructions for testing all kinds of grain, is just from the press. Every grain dealer should have one. Ask us for it.

WATERPROOFING

The Antakwa Co.

135 W. Washington St., Chicago, Ill.

Put Your Name

where every progressive grain dealer will see it and keep it there.

THAT IS IN THE

Grain Dealers Journal

OF CHICAGO

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission, the carriers have made the following changes in rates:

C. & N. W. will re-issue GFD 14500-A with a later effective date.

P. C. C. & St. L. in ICC P-72 gives bases for freight rates from its stations, effective Apr. 1.

C. B. & Q. in Sup. 4 to ICC 10690 contains rules in connection with grain doors, effective Mar. 31.

C. B. & Q. in Sup. 4 to ICC 10649 gives minimum weights and rules covering transit privileges, effective Mar. 24.

C. R. I. & P. Sup. 73 to ICC C-7692 has been suspended by the Interstate Commerce Commission until June 14.

Western Trunk Lines, W. H. Hosmer. in Sup. 10 to Circular 1-1, specify what grain rates will apply on various grain products, effective Apr. 1.

C. & O. in ICC 5405 cancels rates on grain and grain products between its stations and C. F. A. Points, also Ontario, Can., effective Apr. 15.

Cent. Ind. in Sup. 2 to ICC 213 quotes rates on grain and grain products from its stations to Ill., Ind., Ky., Mich., and Ohio points, effective Apr. 15.

C. R. I. & P. in Sup. 7 to ICC C9387 quotes additional rates on grain, grain products, and seeds between its various stations, effective Apr. 13.

C. M. & St. P. in Sup. 13 to ICC B-1355 quotes wheat rates from Minn., N. D., and S. D. milling points to stations in Ill., Ind., Mo., etc., effective Mar. 27.

C. & N. W. in Sup. 13 to ICC 6460 quotes grain rates from C. & N. W. stations in Minn., N. D., and S. D. to stations in Ia., Minn., Mo., etc., effective Apr. 5.

Nor. Pac. quotes a rate of 40c on barley from Manhattan, Mont., to Vancouver, B. C., applying only as the inland proportion on export shipments, effective Mar. 31.

C. B. & Q. quotes an 8c rate on feed, glucose and molasses from Clinton and Lyons, Ia., to Chillicothe, Joliet, Lockport, Lemont, Toluca, and McCook, Ill., effective Apr. 1.

C. & O. quotes rates on grain and grain products from Cincinnati, O., to Charleston, W. Va., 8½c, Gauley, W. Va., 10½c, and Huntington, W. Va., 7½c, effective Apr. 4.

B. & O. advances in rates on grain, grain products and by-products from Chicago to C. F. A. territory have been suspended by the Interstate Commerce Commission until July 8.

C. & N. W. in ICC 7423 quotes class and commodity rates from stations in Ill., Ia., Wis., and Mich., also Winona, Minn., to eastern and seaboard points, effective Apr. 11.

C. B. & Q. in ICC 10742 quotes rates on grain and grain products from stations in Ill., Ia., and Mo., to Atlantic seaboard, interior points, and eastern Canadian points, effective Mar. 15.

C. St. P. M. & O. in Sup. 11 to ICC 3782 quotes rates on grain and grain products between St. Paul, Duluth, Minn., Chicago, Ill., and rate points; and Minn., Ia., S. D., and Neb., effective Apr. 1.

Nor. Pac. quotes a rate of 42½c on grain, flaxseed, millfeed and articles taking same rates from Three Forks, Mont., to Chicago, Peoria, Quincy, Ill., Milwaukee, and Manitowoc, Wis., effective Apr. 10.

C. St. P. M. & O. quotes a rate of 10c between St. Paul, Minneapolis, Minnesota Transfer, Stillwater, Minn.; and Mentor, Tioga, Gormans, Willard, Wis., and rate points, on grain and grain products except corn, rye, oats, barley and spelt, which will take a 7½c rate from St. Paul, Minneapolis and Minnesota Transfer, Minn., when originating beyond, effective Mar. 30.

C. M. & St. P. in Sup. 10 to ICC C-9320 quotes rates on grain and grain products from St. Paul, Minneapolis, Duluth, Minn., and rate points, to Chicago, Peoria, Ill., and St. Louis, Mo., and rate points, effective Apr. 7.

C. B. & Q. in ICC 10744 quotes rates on grain and grain products from C. B. & Q. stations in Ill. and Mississippi River points from Dubuque, Ia., to Louisiana, Mo., inclusive; to Ohio River crossings, effective Mar. 15.

D. S. S. & A. quotes flaxseed rates as follows: from Duluth, Minn., Superior and Superior (East End), Wis., to Allegheny, Pa., and Buffalo, N. Y., 22c; Cleveland, O., 19½c, Detroit, Mich., and Toledo, O., 17½c, effective Apr. 3.

C. B. & Q. in ICC 10739 quotes rates on grain and grain products between Chicago Peoria, Quincy, E. St. Louis, Ill., St. Louis, Mo., etc., and stations on C. B. & Q., Rock Island Sou., and Muscatine North & South Ry., effective Mar. 15.

C. St. P. M. & O. quotes a rate of 12½c on grain and grain products between Duluth, Minn., Superior, Superior (East End), Itasca, Ashland, Washburn, Bayfield, Wis., and Mentor, Owego, Greenwood, Wis., and rate points, effective Mar. 30.

C. & N. W. quotes a rate of 11.87c on wheat, 11.02c on corn, rye and barley, and 14.02c on oats, from Fremont, Cedar Bluffs, Wahoo, Swedesburg, Ceresco, Neb., to Kansas City, St. Joseph, Atchison, and Leavenworth, Kan., effective Mar. 25.

Minn. & St. L. quotes flaxseed 10½c, malt, malt sprouts, malt refuse, refuse barley, 13½c, oil cake and oil meal 10½c, from Minneapolis, Minnesota Transfer and St. Paul, Minn., to St. Joseph, Mo., Atchison and Leavenworth, Kan., effective Apr. 1.

Wabash quotes flaxseed rates from Chicago as follows: to Detroit, Mich., 7½c, Allegheny, Pa., and Buffalo, N. Y., 12c, Cleveland, O., 9½c, Dayton, O., 6c, Ft. Wayne, Ind., 4½c, Pittsburgh, Pa., 12c, South Bend, Ind., 4½c and Toledo O., 7½c, effective Apr. 6.

C. R. I. & P. in Sup. 13 to ICC C-9320 quotes rates and minimum weights on grain, grain products and seeds from stations in Ia., Minn., and S. D., also Missouri River Crossings, to Ala., Ark., Fla., Ill., Ind., Ky., La., Miss., Ohio, and Tenn., effective Apr. 15.

C. R. I. & P. in ICC C-9337 quotes rates on grain, grain products, and seeds, from stations in Colo., Ia., Kan., Mo., Neb., New Mex., and Okla., to Little Rock, Ark., Memphis, Tenn., New Orleans, La., and stations in Ala., Ark., La., Miss., and Mo., effective Mar. 28.

C. R. I. & P. quotes a rate of 20½c on wheat and 19½c on corn from Kansas City, St. Joseph, Mo., Armourdale, Atchison, Leavenworth, Kan., Council Bluffs, Ia., Omaha and South Omaha, Neb., to Mann, Spencer, Unity, Colby and Abbotsford, Wis., effective Apr. 15.

C. R. I. & P. in Sup. 12 to ICC C9320 quotes rates on grain, grain products, and seeds from stations on Rock Island and St. P. & K. C. S. L. R. R. in Ia., Minn., and S. D., also Missouri River Crossings, to Ala., Ark., Fla., Ill., Ind., Ky., La., Miss., Ohio, and Tenn., effective Mar. 15.

C. R. I. & P. quotes rates to Pine Bluffs, Ark., as follows: from Rydal and Scandia, Kan., wheat 30½c, corn 25½c; from Man-kato, Kan., wheat 30½c, corn 26c, from Medora and Hutchinson, Kan., wheat 26c, corn 23½c; from Huron and Preston, Kan., wheat 27½c, corn 24c, effective Mar. 26.

C. St. P. M. & O. quotes rates between Sioux City, Le Mars, Merrill, Hinton, Ia.; and St. Paul, Minneapolis and Minnesota Transfer, Minn., flaxseed 15½c; wheat 12½c, coarse grain 11½c; from same points to Duluth, Minn., Superior, Itasca, Ashland, Washburn, and Bayfield, Wis., flaxseed 19½c, wheat 16½c, coarse grain 15½c; from same points to Chicago, Ill., Milwaukee and Manitowoc, Wis., flaxseed 22½c, wheat 18c, coarse grain 17c, effective Mar. 1.

M. St. P. & S. S. M. in Sup. 3 to ICC 2736 quotes rates on grain and grain products from Minneapolis, St. Paul, Minnesota Transfer, Minn., and New Richmond, Wis., to Wis. and Mich. points, effective Apr. 1.

C. I. & L. in ICC 2871 quotes rates on grain, grain products and by-products from Chicago, Englewood, Hegewisch, Pullman Jct., So. Deering, Ill., and Hammond, Ind., originating locally or when from territory beyond, to C. I. & L. stations, effective Mar. 20.

D. S. S. & A. quotes rates on barley, corn, oats, rye and spelt from Duluth, Minn., Superior and Superior East End, Wis., to Baltimore, Md., for export, 19c, wheat 21½c, malt 19½c. From same points to New York for export, barley, oats, corn, rye, and spelt, 20½c, wheat 23c, malt 22½c; to Philadelphia, Pa., for export, barley, oats, 20½c, corn, rye, and spelt 21½c, flaxseed 33c, wheat 24c, and malt 22.2c, effective Apr. 3.

C. M. & St. P. reduced rates from South Dakota stations are still in effect as follows: wheat and coarse grain, Plankinton 22c, Kimball 26c, Pukwana 27c, Tabor 20½c, and Vivian 29c; wheat rates from Avon 22c, Betts 21½c, Lesterville 20½c, and Utica 20½c; coarse grain rates from Betts 21c, Corsica 22½c, Mt. Vernon, 21c, Stickney, 22½c, Tyndall 21c, White Lake, S. D., 24c, and Wells, Minn., 14c. These reductions were made Oct. 12.

Rates on grain in bulk for export ex-lake Buffalo, N. Y. have been reduced as follows: (rates in cents per bu.) to New York and Boston, wheat 5½c, corn 4½c, oats, 3.7c, rye 5½c, barley 4½c; to Philadelphia and Baltimore, wheat 5.2c, corn 4.45c, oats 3½c, rye 4.95c, barley 4.55c, effective Apr. 15. These rates include the elevation charge of ½c per bu., the same as heretofore. Similar reductions have been made in the rates from other ports on Lakes Erie and Ontario.

Imports and Exports of Rice.

Imports of rice, rice meal and broken rice during the 12 months ending Dec. 31, 1912, totaled 202,073,049 lbs., compared with 194,263,382 for 1911. Exports of rice for 1912 amounted to 5,779,236 lbs.; compared with 36,462,472 lbs. in 1911. Re-exports of rice, rice flour, rice meal and broken rice during 1912 were 12,147,587 lbs.; compared with 7,646,021 lbs. during 1911, as reported by O. P. Austin, Chief Division of Statistics.

Cuban Grain Imports.

Some interesting figures on Cuban grain imports from the United States have been received from Emile Lecours, of Havana. On Feb. 15, 10,800 bags of corn were received in the port of Havana (each bag containing four bushels); on the 18th, 11,800 bags, and on the 21st 8,250 bags were received. Langenberg Bros. & Co., St. Louis, Mo.; Powell & O'Rourke, St. Louis; C. B. Fox and A. F. Leonhardt & Co., New Orleans, are among the principal corn shippers.

Oats are usually handled in 5 bu. bags. On Feb. 15 receipts amounted to 3,400 bags; on the 18th, 9,138 bags; and on the 21st, 7,600 bags. The Raymond P. Lipe Co., Toledo, A. F. Leonhardt & Co., New Orleans, and the Magee Grain Co., Cairo, seem to be the largest shippers.

Cornmeal is also imported in considerable quantities. The meal is usually packed in 200 lb. bags. Receipts on Feb. 15 were 1,000 bags; on the 18th, 750 bags.

Mobile, New Orleans and Key West are the leading United States ports of shipment, eastern seaboard points also sharing in the trade, while some corn and oats comes from Buenos Aires.

RAILWAY VALUATION ACT.

The railway valuation law, passed by the last Congress as H. B. 22,593, adding Section 19a to the Hepburn Act, and approved by Pres. Taft Mar. 1, provides:

The Interstate Commerce Commission shall, as hereinafter provided, investigate, ascertain, and report the value of all the property owned or used by every common carrier subject to the provisions of this Act. To enable the commission to make such investigation and report, it is authorized to employ such experts and other assistants as may be necessary. The commission may appoint examiners who shall have power to administer oaths, examine witnesses, and take testimony. The commission shall make an inventory which shall list the property of every common carrier subject to the provisions of this Act in detail, and show the value thereof as hereinafter provided, and shall classify the physical property as nearly as practicable, in conformity with the classification of expenditures for road and equipment, as prescribed by the Interstate Commerce Commission.

In such investigation said commission shall ascertain and report in detail as to each piece of property owned or used by said common carrier for its purposes as a common carrier, the original cost to date, the cost of reproduction new, the cost of reproduction less depreciation, and an analysis of the methods by which these several costs are obtained, and the reason for their differences, if any. The commission shall in like manner ascertain and report separately other values, and elements of value, if any, of the property of such common carrier, and an analysis of the methods of valuation employed, and of the reasons for any differences between any such value, and each of the foregoing cost values.

Such investigation and report shall state in detail and separately from improvements the original cost of all lands, rights of way, and terminals owned or used for the purposes of a common carrier, and ascertained as of the time of dedication to public use, and the present value of the same, and separately the original and present cost of condemnation and damages or of purchase in excess of such original cost or present value.

Such investigation and report shall show separately the property held for purposes other than those of a common carrier, and the original cost and present value of the same, together with an analysis of the methods of valuation employed.

In ascertaining the original cost to date of the property of such common carrier the commission, in addition to such other elements as it may deem necessary, shall investigate and report upon the history and organization of the present and of any previous corporation operating such property; upon any increases or decreases of stocks, bonds, or other securities, in any reorganization; upon moneys received by any such corporation by reason of any issues of stocks, bonds, or other securities; upon the syndicating, banking, and other financial arrangements under which such issues were made and the expense thereof; and upon the net and gross earnings of such corporations; and shall also ascertain and report in such detail as may be determined by the commission upon the expenditure of all moneys and the purposes for which the same were expended.

The commission shall ascertain and report the amount and value of any aid,

gift, grant of right of way, or donation, made to any such common carrier, or to any previous corporation operating such property, by the Government of the United States or by any State, county, or municipal government, or by individuals, associations, or corporations; and it shall also ascertain and report the grants of land to any such common carrier, or any previous corporation operating such property, by the Government of the United States, or by any State, county, or municipal government, and the amount of money derived from the sale of any portion of such grants and the value of the unsold portion thereof at the time acquired and at the present time, also, the amount and value of any concession and allowance made by such common carrier to the Government of the United States, or to any State, county or municipal government in consideration of such aid, gift, grant or donation.

WILD OATS SEPARATOR.

Wild oats are distinguished from the cultivated species of the genus *Avena* by the beard bent out at one side of the grain; and this difference is the principle on which Albert Hoiland designed the separator shown in the engraving, and on which he has recently been granted letters patent No. 1,054,549.

When rolled along a surface clothed with cotton flannel the beard of the wild oat will cling thereto, while the cultivated oat will run free. In Mr. Hoiland's machine the cotton flannel is fastened to the inner side of a drum, rotated in a slightly inclined position, the rotation of the drum carrying the wild oats up to a scraper which directs them into a trough, while the cultivated oats tail out at the end of the drum.

In the engraving Fig. 1 is a side section and Fig. 2 a cross section. The handle, 6, turns the pulleys 7 and 8, over which travel the belts suspending the drum. Fig. 3 shows the spout and hopper which feeds the mixture into the drum near the higher end. Coming into contact with the scrapers, 23, the wild oats drop off the flannel into the trough, 16. Wild oats falling away from the flannel before reaching the scraper, drop into the wider chute, 16a. Wild oats detached by the scraper not dropping directly down are prevented from escaping the trough by the vertical plate, 21y.

It is claimed the machine will separate wild oats from cultivated oats, wheat, flaxseed, barley and other grains, if run thru only once.

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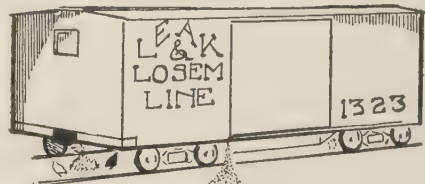
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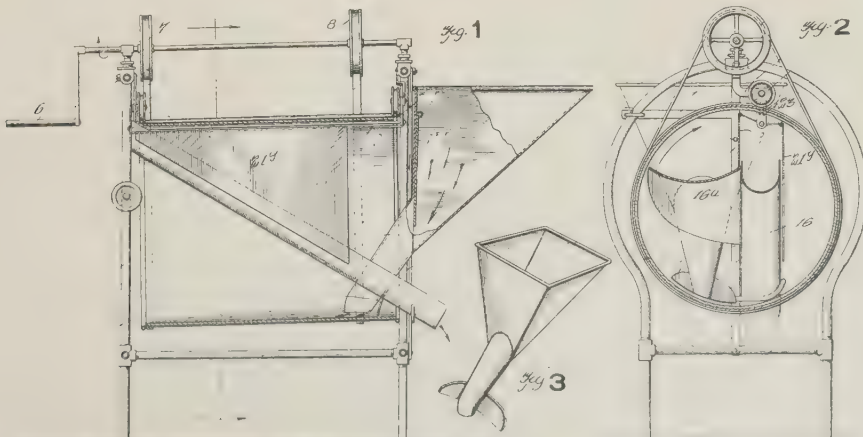
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Wild Oats Separator.

Supreme Court Decisions

Carrier's Delay.—A snowstorm of such violence as to prevent the movement of trains is an "act of God."—*Ward v. Chicago, St. P., M. & O. R. R. Co.* Supreme Court of Nebraska. 137 N. W. 995.

Connecting Carriers.—Where it was not shown that the initial carrier delivered a freight shipment to its connecting carrier, the connecting carrier was not liable for its loss.—*Mobile, J. & K. C. R. Co. v. T. J. Phillips & Co.* Supreme Court of Mississippi. 60 South. 572.

Warranty of Seed.—Where defendant contracted to sell plaintiff broom corn seed of a certain variety, but failed to deliver such seed and delivered mixed seed, there was an implied warranty that the seed should be of the character specified, and defendant's failure to deliver the same constituted a breach thereof.—*American Warehouse Co. v. Ray.* Court of Civil Appeals of Texas. 150 S. W. 763.

Liability of Unincorporated Co-operative Society.—Where a local lodge of a foreign nonstock corporation fails to organize by electing trustees and filing a list thereof in the office of the Secretary of State, as permitted by St. 1898, §§ 2002, 2007, it is a mere voluntary ass'n and cannot be sued in the name of its trustees, as is authorized by section 2003, where such ass'ns have so organized, and its liability on a contract must be enforced by an action against its individual members.—*Crawley v. American Society of Equity.* Supreme Court of Wisconsin. 139 N. W. 734.

Mississippi Anti-Option Statute is Constitutional.—Laws 1908, c. 118, entitled "An act to prohibit contracts and agreements for the purchase and sale of cotton *** and other securities upon margin commonly known as dealing in futures, to declare such contracts unlawful," etc., is not subject to the criticism that its body does not conform to its title, that its title is misleading, or that it does not convey any knowledge of the scope of the proposed law or of the change in the law sought to be accomplished thereby.—*State v. Beatty.* Supreme Court of Mississippi. 60 South. 1016.

Title to Grain.—Insurance.—Where it did not appear that any corn was set aside to satisfy a contract for the sale of meal, evidence that under a trade custom corn is spoken of as meal, and that meal is sold in the grain, with the understanding that it is to be converted into meal shortly before delivery, was properly excluded. Where the procurement of insurance on the meal by the buyer was not inconsistent with title in the seller at the time of the fire, policies held by the buyer on grain stored in the seller's mill were inadmissible on the issue of title.—*John Shea v. Chandler Grain & Milling Co.* Supreme Judicial Court of Massachusetts. 100 N. E. 663.

Validity of Sales for Future Delivery.—Where orders for the purchase and sale on an exchange were executed thru brokers, the legality of the transactions was governed by the law of the state where the exchange was situated. In Illinois a contract for purchase or sale of a commodity for future delivery is void only when both parties intended it as a wager on market movements, to be settled by payment of market differences, while in Missouri the contract is void by statute if either party so intended. The mere fact that no grain was received or delivered pursuant to purchases and sales thereof, but that the sales and purchases were set off against others according to the custom of exchanges, did not show that the transactions were illegal.—*Wilhite v. Houston.* U. S. Circuit Court of Appeals. 200 Fed. 390.

Notice of Arrival of Freight.—In an action for the value of freight destroyed by fire after its arrival at the station of destination, evidence on the question of whether the company's agent mailed a postal card to the consignee, notifying him of its arrival, held to make a question for the jury, and to sustain its finding in favor of plaintiff.—*Texas & P. Ry. Co. v. Gilmore* Court of Civil Appeals of Texas. 152 S. W. 1102.

Warehousemen.—Where the owner of corn conveyed by railroad to an elevator and stored therein has an agreement with the railroad whereby he is to receive a refund of part of his freight charges in case he permits the railroad to reconvey the corn within an agreed time, and where, by reason of the corn's being damaged through the negligence of the elevator company, the owner is unable to have the corn reconveyed within this agreed time, the owner may, as part of his damages, recover from the elevator company the resulting loss of the freight refund.—*Arbuckle Bros. v. Everybody's Gin & Mill Co.* Court of Civil Appeals of Texas. 148 S. W. 1136.

Restraint of Trade.—A conspiracy to corner the market in a commodity, though it may tend to stimulate competition for a time, is within the provisions of the anti-trust act of July 2, 1890, making it a criminal offense to engage in a conspiracy in restraint of interstate commerce, if it also operates to thwart the usual operation of the laws of supply and demand, to withdraw the commodity from the normal current of trade, to enhance the price artificially, to hamper users and consumers in satisfying their needs, and to produce practically the same evils as does the suppression of competition.—*United States v. James A. Patten.* Supreme Court of the United States. 33 Sup. Ct. Rep. 141.

Carrier's Liability.—The intent of Congress to take possession of the subject of the liability of a carrier under contracts for interstate shipment, and to supersede all state regulations with reference to that subject, so clearly appears from the Carmack amendment of June 29, 1906 (34 Stat. at L. 584, chap. 3591, U. S. Comp. Stat. Supp. 1911, p. 1288), to the act of February 4, 1887 (24 Stat. at L. 379, chap. 104), § 20, as to invalidate, as applied to interstate shipments, the provisions of any state law nullifying contracts limiting the liability of a carrier for loss or damage to the agreed or declared value.—*Adams Express Co. v. E. H. Croninger.* Supreme Court of the United States. 33 Sup. Ct. Rep. 148.

Violation of Injunction against Use of Quotations.—Where a corporation's guilt of contempt in failing to comply with an injunction restraining its use of stock market quotations, except on certain conditions, was conclusive, and it appeared that the corporation's president, general manager, and assistant manager were frequently, if not constantly, in the company's office in the discharge of their official duties while the injunction was being violated, and that the corporation's business very largely consisted in the violation of the injunction, the evidence was sufficient to sustain a finding of guilt against such officers.—*Merchants Stock & Grain Co. v. Chicago Board of Trade.* U. S. Circuit Court of Appeals. 201 Fed. 20.

Gambling Transactions.—The payee of a certificate of deposit indorsed it in blank and delivered it to a third person who presented it to a bank before maturity, and it, without notice and in due course, paid it to the third person, who turned the money over to the payee who subsequently used and lost it in gambling. The bank had no knowledge that the third person was engaged in gambling or was connected with a known gambler at whose establishment the money was lost. Held, that the bank was protected as against the payee as a bona fide holder by Negotiable Instruments Act (Code Supp. 1907, §§ 3060a57-3060a59), unaffected by Code, § 4965, making all contracts and securities for money won or lost at gambling void.—*Kushner v. Abbott.* Supreme Court of Iowa. 137 N. W. 913.

Written Contract of Sale.—Where a written contract for the sale of rice expressly required merchantable rice, evidence that the sale was by sample and the rice shipped did not correspond to the sample was not admissible, as varying the contract.—*Standard Milling Co. v. DePass.* Supreme Court of New York. 139 N. Y. S. 611.

Damages for Carrier's Delay.—While, in a shipper's action for damages from delay in transporting goods, proof of unusual delay is not proof of negligence, slight evidence of negligence is sufficient to take to the jury the issue of whether the delay was negligent or excusable.—*Unionville Produce Co. v. Chicago, B. & Q. R. R. Co.* Kansas City Court of Appeals. 153 S. W. 63.

Storage of Freight.—A contract which gives a shipper the right to remove his goods after their arrival at his convenience is a special contract, whereby the carrier agrees to furnish to the shipper free storage for his goods for an indefinite period, dependent on the shipper's convenience, and is discriminatory in violation of the Interstate Commerce Act Feb. 4, 1887, c. 104, §§ 3, 6, 24 Stat. 380 (U. S. Comp. St. 1901, pp. 3155, 3156), and Elkins Act Feb. 19, 1903, c. 708, 32 Stat. 847 (U. S. Comp. St. Supp. 1911, p. 1309), prohibiting unreasonable preferences, since storage is an incident of transportation, so that the granting of a special storage privilege as a part of the service covered by the rate charged for carriage is a preference.—*Central of Georgia Ry. Co. v. Patterson.* Court of Appeals of Alabama. 60 South. 465.

Unauthorized Purchase of Wheat.—When an agent purchased wheat at a price above that authorized, even when certain charges were included, and reported to his principal that he purchased at the price authorized, and made no mention of the charges or of the excess to be paid, and he violated his instructions to buy upon warehouse receipts so that the principal could direct the time of shipment, and also bought some wheat of a kind which he was not authorized to buy, and where the principal subsequently secured a compromise with the seller whereby the agent's contracts were canceled and new contracts executed for the purchase of the same wheat at a price less than the agent's contracts but greater than the agent was authorized to pay, and greater than the actual value in the case of the unauthorized purchase, the principal was entitled to offset his damages against the agent's commission. Where an agent authorized to buy wheat of a certain kind purchased wheat of another kind without instructions, he was not entitled to any commission upon such purchase.—*Sheeran v. Ford Grain Co.* Supreme Court of Washington. 129 Pac. 378.

Delivery without Surrender of B/L.—In an action by a consignor against a railroad company for delivery of goods to the consignee without requiring surrender of B/L, evidence that there was no course of dealing between the parties waiving a provision of the B/L requiring its surrender before the delivery of the goods, and that plaintiff did not with knowledge of such delivery in many instances ratify such course of dealing between the consignee of the goods and the agent of the railroad company, held to sustain a verdict in favor of the consignor. Note: This same lawsuit has been twice before the Supreme Court of Pennsylvania and twice before the Court of Common Pleas of Elk County. Chas. O. Salberg and Herbert T. Morey, doing business as the Ridgway Grain Co., consigned 17 cars of grain and hay to Duke Copelin on S/O Bs/L, and the railroad agent turned the cars over to Copelin without production of Bs/L. From judgment for \$8,907.01 against it the railroad company appealed and in its later decision affirming judgment in favor of consignor the Supreme Court recognized that altho plaintiffs knew their drafts had been unpaid, this may have been due to the bank surrendering the Bs/L without payment.—*Salberg and Morey v. Pennsylvania R. Co.* Supreme Court of Pennsylvania. 85 Atl. 767.

Feedstuffs

The American Hominy Co., Indianapolis, Ind., has registered "Axa" as a trade name for its stock feed.

The Interstate Feed Dealers Ass'n at a meeting in Des Moines, Mar. 6, decided to hold its first annual convention in Kansas City early in May.

The Kansas law taxing feed mills, mentioned in this column Mar. 10, has been passed by the House and is now in the hands of a Senate com'tee.

The Indiana Milling Co., Terre Haute, was fined \$50 and costs for violating the pure food laws. The company originally pleaded not guilty, but later changed its plea to guilty and paid the fine.

All feeds sold in New York will be taxed 20c a ton if the bill now before the State Senate becomes a law. It has already been passed by the House. The New York State Millers Ass'n and the Mixed Car Feed Dealers Ass'n are making preparations to fight the bill in the Senate.

C. P. Gotwals has mortgaged the two plants of the Mammoth Milling Co. at Rosedale, Kan., and Muskogee, Okla., which he recently purchased, to the Commerce Trust Co. of Kansas City, for \$27,000. Mr. Gotwals plans to spend \$12,000 in repairing the mills, and probably will place them in operation soon. They are equipped for manufacturing stock feeds.

Seventy-five sacks of "Katl-Eat" stock feed, manufactured by G. E. Patteson & Co., Memphis, Tenn., were seized by the government Nov. 11, 1911, while in the hands of W. L. and W. M. Fain, Atlanta, Ga., because the feed was not labeled to show that it contained rice hulls. On June 11, 1912, Fain Brothers were fined the costs of the proceedings and executed a bond for \$100, conditioned that they relabel the feed to show the presence of rice straw as one of its ingredients.

The Stafolife Milling & Feed Co., New Orleans, was placed in the hands of receivers recently on an application filed by A. C. Carpenter, mgr., Gulf Bag Co., alleging an unpaid claim of \$1,157 for bags and jute. A. C. Carpenter and L. Eisemann, New Orleans, mgr. of K. & E. Neumond Co., were appointed co-receivers. The Neumond Co. has a claim against the Stafolife Co. of \$2,500. The nominal assets, it is believed, will exceed \$60,000. E. Roger, Jr., is pres., and W. M. Hamilton, sec'y, of the company, which is capitalized at \$100,000.

The amendment to the pure food law, which was passed by Congress during the closing hours of last session, substitutes the following in place of article 3 of the original law: "Third. If in package form, the quantity of the contents be not plainly and conspicuously marked on the outside of the package in terms of weight, measure, or numerical count; provided, however, That reasonable variations shall be permitted, and tolerances and also exemptions as to small packages shall be established by rules and regulations made in accordance with the provisions of section three of this act. * * * * * Section three of the original act, referred to in the foregoing, authorizes the Secretaries of Agri., Treasury and Commerce to make regulations for the enforcement of the act.

BURDEN OF LOSS OF Stored Grain.

The Supreme Judicial Court of Massachusetts in the suit between John Shea and the Chandler Grain & Milling Co., recently decided in favor of both parties in a complication growing out of the burning of corn stored in the mill of the Chandler Grain & Milling Co.

The Chandler Co. handled grain at wholesale, while Shea did chiefly a retail grain business. Their contract read:

"We hereby confirm sale to you of 5,000 bags damaged meal at 90c per bag, f. o. b. teams or cars at our mill. It is understood that you are to have free storage for any portion of this meal for the remainder of this year; that it is at your risk as far as fire is concerned; that you are to give your notes in settlement for this meal with interest, with the privilege of renewing them or any portion of them on which the meal they represent is unsold."

Shea gave his notes to the company for the purchase price; and independently procured insurance. After 200 bags had been delivered the mill burned and all the corn contained therein was destroyed. Shea then brot suit against the company for damages for refusing to deliver the meal according to contract. He was given judgment.

The company brot suit against Shea for the amount of the notes, and was given judgment.

The company did not show that it had on hand the quantity of meal covered by the contract. The company offered to show the existence of a trade custom to the effect that corn is spoken of as meal, and that when meal is sold it is sold in the grain with the understanding that it shall be ground and converted into meal shortly before delivery. The court held that "Since no title had passed to any corn or meal beyond that delivered, it was of no consequence how much the company had on hand at the time of the fire."

The court also held: "The insurance policies held by Shea on 'grain' while stored in the mill of the company were excluded rightly. Sometimes the existence of insurance may be some evidence of assertion of title by the insurer. Whether title was in Shea or not depended upon circumstances disconnected with insurance. The procurement of insurance by him was in no way inconsistent with title in the company under the facts disclosed."

Thus the company failed in its contention that it was not liable for damages for failure to deliver, by reason of having held the grain for him at his convenience.

The court also held that the measure of damages was not the contract price but the market price, meal having advanced.

Shea's ownership of the corn was sufficient for him to protect himself by insurance; but not sufficient to relieve the company from liability for non-delivery. —100 N. E. Rep. 663.

WAGES of farm hands have increased about 3.2% during the past year, and 7% during the past two years. Since 1902 the increase has been about 34%. Farm wages had an upward tendency during the seventies, were stationary during the eighties, declined from 1892 to 1894, and since then have been steadily increasing. The average wage is now 65% higher than it was in 1894. The rates paid farm hands without board vary greatly in the different parts of the United States, from \$17.10 in South Carolina to \$56.50 in Nevada.

Three bidders, and yet he did not sell.

Three wud-be buyers for his elevator, before he even put it on the market, and yet he did not sell to any of the three.

But he did advertise his elevator for sale in the "Elevators For Sale" columns of the Grain Dealers Journal, and sold his business to one out of fifteen would-be buyers who replied to his advertisement.

Now, he could have sold the plant in the beginning to one of the three, but selling it to the highest bidder out of fifteen was more profitable.

A man in the grain business, looking for a better location, or a man not in the trade but desiring to enter,—when both have really made up their minds to buy, are willing to pay a more-than-satisfactory price for an elevator to their liking, and yours may be just the house one of these buyers wants.

The large circulation, the tendency of the wud-be buyers to look to the grain trade's accepted medium for "Wanted and For Sale" advertisements when desiring to buy or sell an elevator, and the opportune time, assures **your** "Elevator For Sale" advertisement in the Journal many satisfactory replies. Hence an early and satisfactory sale. Try it, costs but 20c per line.

Send your trial ad today.

Grain Dealers Journal

(Elevator Exchange)

315 S. La Salle St. Chicago

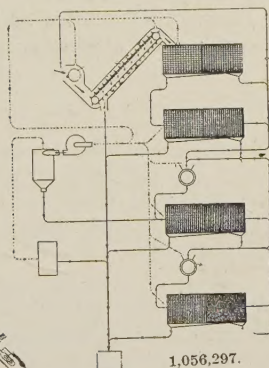
Patents Granted

Device for Treating Grain. No. 1,055,854. (See cut.) Chas. J. Barbeau, St. Henry, O. A main receptacle arranged to receive the grain in which is a central shaft carrying blades so arranged as to force the grain first in one direction and then in another.

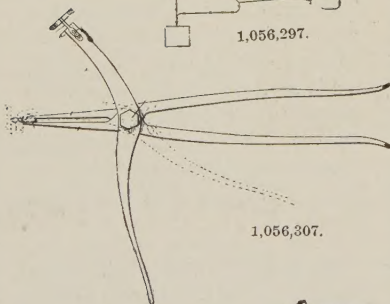
Corn Sheller. No. 1,055,436. (See cut.) Henry A. Adams, Sandwich, Ill. A cylinder containing an expanding mandrel mounted longitudinally on a journal. The mandrel comprises a number of segmental plates with means of adjusting the free ends of the plates.

Seed Corn Tester. No. 1,056,307. (See cut.) Jas. M. Sullivan, Norfolk, Neb. The tweezer fingers are adapted to be inserted between adjacent kernels of corn and to grasp a single kernel. A third finger is equipped with a knife and a microscope and so pivoted that the microscope can be placed close to the germ of the corn kernel.

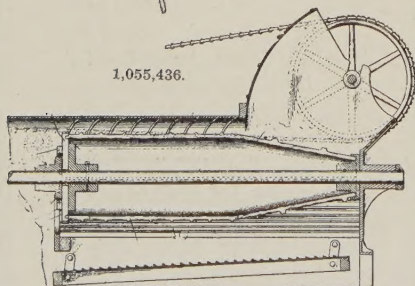
Process of Milling Alfalfa. No. 1,056,297. (See cut.) Theo. Ponsar, So. Omaha, Neb. The process consists of cutting the cured alfalfa, then separating a part of the leaf



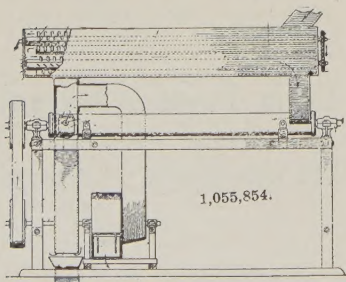
1,056,297.



1,056,307.



1,055,436.



1,055,854.

substance and the more tender portions of the plant from the tougher material. The tailings are then subjected to a series of grindings and screenings until the entire plant is reduced to a uniform meal.

RUSSIA BUILDING ELEVATORS.

By completing at a cost of \$500,000 the large grain elevator at Griazy station on the Southeastern Railway, the Russian Government has made the first tangible step in its large plans for a grain elevator system embracing 178 houses.

American methods were adopted in erecting the Griazy elevator. Construction began in May, 1912, and was prosecuted day and night. The cars are run into the house, unloaded into receiving sinks, and the grain elevated by 8 stands of elevators to the 157-ft. cupola, at the rate of 270 tons per hour. On the top floor of the cupola are the cleaning machines, from which the grain runs to automatic scales on the floor below. The next floor contains additional cleaning machinery and spouts to the bins, most of which are of reinforced concrete, others of wood, the total capacity of the 192 bins being 30,000 tons, or about 1,000,000 bus.

Electric power is furnished by two generators driven by two steam engines of 120 h. p. each.

At a conference held by the Government Bank and the Minister of Finance, it was decided to restrict the building operations at present to eight Provinces in the southeast. Local conferences were then held from March to June, 1911, in the eight Provinces, and the committees proposed constructing 178 granaries, of which 125 were to be built near railroad stations, 29 on wharves, and 24 in other places. At a meeting on June 3, 1911, the board of the Government Bank decided to begin constructing elevators in Samara and Voronezh Provinces, with 185,400 tons total capacity, as follows:

Samara Province.—City of Samara, 54,000 tons; Abduhin, 12,600 tons; Bagerouslan, 10,800 tons; Tolgai, 5,400 tons; Sorotchinsk, 12,600 tons; Buzuluk, 14,400 tons; Neprika, 5,400 tons; Bogati, 5,400 tons. Voronezh Province.—Griazy, 27,000 tons; Valouiki, 9,000 tons; Lisski, 9,000 tons; Jalova, 9,000 tons; Millerovo, 10,800 tons.

The elevators at Griazy and Valouiki are now open and all of the others are under construction.

Regulations for the operation of the 84 elevators which will have been completed by 1916 are as follows:

Facilities.—(1) Storing grain, either apart or mixed with other grain, entering as a deposit on loans or not so entering, to be cleaned or otherwise. (2) Entering grain only for cleaning and preparing for utilization. (3) Classifying grain according to standards prepared yearly. (4) Selling the grain stored in the elevator on commission.

The elevators of the bank are to be for general use; any amount of grain will be taken in if it be not less than one-half ton, as regards grain which may be mixed with other grain kept in the elevator, and not less than one carload, which must be separate. In the latter case a deposit is required for an entire bin (four or five carloads).

All grain entering the elevator is sorted, whether it be mixed or kept separate from other grains. Such sorting (classifying) is made to enable the quality and price to be strictly determined in the event of sale.

Grain is classified by numbers. Wheat has 30 numbers; oats, 24; rye and barley, 12; millet, 18, etc.

Grain coming to the elevators must not contain over a certain limit of admixture—dirt, 4 per cent—and must not possess over 16 per cent of moisture. The time limit for keeping the grain in elevators is six months.

The elevator company charges a fixed rate for: Receiving, keeping, cleaning, sorting, insuring, and delivering the grain. For grain which is mortgaged to the bank smaller charges are fixed.

The elevator company will also have the right to undertake the sale of stored grain on a commission basis.

Administration of the elevators will consist of the Government Bank Board with its director, a committee appointed to look after the work of the elevators, and a Grain Elevator Department. The Minister of Finance will be the principal supervisor of the affairs of the bank elevators. At the head of each will be a grain inspector.

Insurance Notes.

Part of the smokestack and a portion of the roof of Catron Bros.' elevator at Flora, Ind., was blown away in the tornado which swept over the country March 21. This is the first loss of this character which the Millers National Insurance Co. has sustained. This company began writing tornado insurance last fall.

SUBSTITUTE FOR GASOLINE Invented.

The enormous increase in the consumption of gasoline in the face of a decreasing supply has acted as an incentive to chemists all over the world to find a satisfactory substitute. The rapidly increasing cost of this oil has worried many gasoline engine owners and made them hope that a cheaper fuel would be found.

In refining petroleum about 15 per cent is separated into gasoline, 35 per cent into various other oils and lubricants, and the remaining 50 per cent is what is known as fuel oil, a thick, black fluid hitherto suitable only for generating steam. By a process perfected last July by W. M. Burton, this fuel oil is subjected to a pressure of five atmospheres and further treated, with the result that from 30% to 40% of it is converted into a new oil known as motor spirits.

Motor spirits is a slightly yellow liquid with a pungent odor. Its boiling temperature ranges from 90° to 500°, Fahrenheit, compared with 105° to 320°, the range of boiling temperatures of gasoline. It will thus be seen that, on account of the somewhat lower boiling temperature, it would be much easier to start an engine in cold weather with motor spirits than with gasoline.

For the past year the Standard Oil Co. has made extensive experiments with motor spirits and declares that it has many advantages over gasoline as a fuel for internal combustion engines. It has about 25% more efficiency, permits the use of less lubricating oil, and the residue left in the engine cylinder is less and much easier to remove than that of gasoline. The odor will probably prevent its use for pleasure vehicles, but for motor trucks, farm tractors, and stationary engines, the oil people are convinced that motor spirits will rapidly displace gasoline. The new fuel has been on the market but six weeks and is already being used by many of the large Chicago motor truck owners.

Motor spirits will be sold at a price 3c under that of gasoline. With its higher efficiency, the saving is considerable. When it becomes more widely used gasoline will be reserved for those purposes for which motor spirits are not suited, and while this may not result in a decrease in the cost of gasoline, it should prevent any further increases, although the price of crude oil has doubled during the past year.

Fire Insurance Companies

INCORPORATED 1877

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents of same at Cost.

Insurance in Force \$18,433,615.45. Cash surplus \$473,253.91.

GEO. POSTEL, President G. A. McKINNEY, Secretary

HOME OFFICE: Alton, Illinois.

WESTERN DEPARTMENT: Mr. Rollie Watson, Mgr., 402 Sedgwick Bldg., WICHITA, KANSAS.

Millers National Insurance Co., 1321 Insurance Exchange Bldg., Chicago, Ill.
Western Millers Mutual Fire Insurance Co., 426 Midland Building, Kansas City, Mo.

Ohio Millers Mutual Fire Insurance Co., Canton, Ohio.

Pennsylvania Millers Mutual Fire Insurance Co., Wilkes-Barre, Pa.

Mill Owners Mutual Fire Insurance Co., Securities Bldg., Des Moines, Ia.

The Millers Mutual Fire Insurance Co., No. 1 Third Street, Harrisburg, Pa.

Texas Millers Mutual Fire Insurance Co., Fort Worth, Tex.

Michigan Millers Mutual Fire Insurance Co., Lansing, Mich.

Grain Dealers National Mutual Fire Insurance Co., Indianapolis, Ind.

Combined Assets Twenty Million Dollars
(\$20,000,000.00)

Dividends to Policy-Holders average nearly 60% of Basis Rate.

Write them for Mill. Elevator or Grain Insurance.

Write

MUTUAL FIRE PREVENTION BUREAU, Oxford, Mich.

on all matters of Fire Prevention.

SCALE TICKET COPYING BOOK

This book contains 125 leaves of scale tickets, four to a leaf. Each leaf folds back on itself so as with the use of a sheet of carbon to make a complete and perfect copy of the original on the stub which remains in the book. The original tickets form the outer half of the page, so the removal of any ticket does not disturb the others.

Each ticket has spaces for the following record: No., Date, Load of, From, To, Gross lbs., Tare lbs., Net lbs., Net bu., Price per bu., Test, Man On-Off, and Weighers Signature. Size, 9½x11 inches. Printed on good paper.

Order Form No. 73. PRICE \$1.00.

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Receiving and Stock Book

Form 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net pounds, price, amount paid and remarks.

The book is printed on Linen Ledger paper, well bound with leather back and corners. Each of its 160 pages is 9x12 inches, giving room for recording 3200 wagon loads.

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Write for our statement. E. H. Moreland, Secretary

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Protects you from liability imposed upon you by the Illinois Workmen's Compensation Law. Write for rates and information.

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Sheet Metal Contractors, Makers of Fireproof Windows. Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.



"Winter Has Went"
"Spring Has Came"

Water Barrels

have burst, hoops are broken, pails are gone, and oh! that fragrant stock yards smell as the weather warms up.

But You Must Have
Fire Protection

What's the answer?

PROTECTION TANKS

with them you are through with trouble. They never freeze or smell bad. Last for years.

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CENTRAL FIRE APPLIANCE CO.
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A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its 204 pages of linen ledger paper, size, 8½ x 13½ inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners. Order Form 43

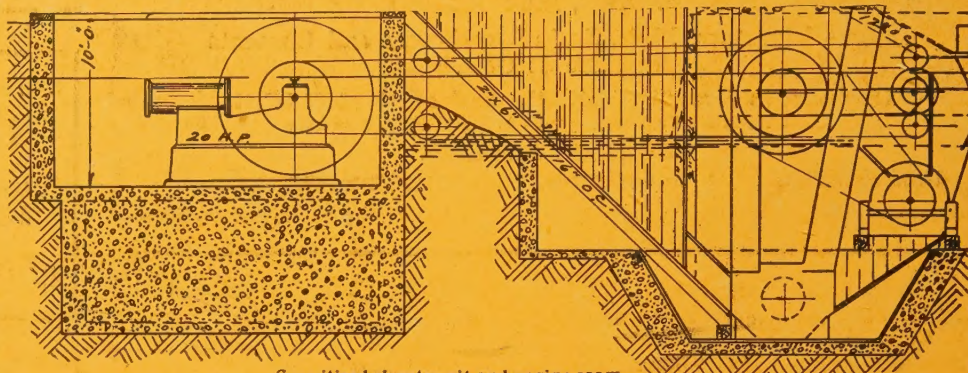
Price, \$2.25

Grain Dealers Journal
La Salle St., CHICAGO, ILL.

A Ceresit Waterproofed Concrete Scale or Elevator Pit or Basement

is a permanent and absolute protection against damage and loss of money through dampness or water in these places. You non-Ceresit users know of loss of money and damage dampness or water causes in wetting grain—off grades and heated, rusting scale—short weights, failure to operate elevator, on account of water in boot or tank.

Avoid these losses by waterproofing these pits by the "Ceresit" method.



Ceresitized elevator pit and engine room.

MEYER BROS.

Ceresit Waterproofing Co., Chicago, Ill.

Breda, Iowa, Nov. 20, 1912

Gentlemen—The Ceresit which we have used in the construction of an elevator pit gives entire satisfaction. Our elevator is situated on very low ground without any drainage whatever. During wet times the ground becomes so saturated that water stands up to the top of ground. In order to have a pit it is necessary to have a steel boat pan or something to take place of it which will keep water out. We have found that concrete mixed with Ceresit will take the place of a steel pan at one-half the cost and last longer.

Although we have not had this newly constructed pit very long, we feel, however, we have had it thoroughly tested, as it has been surrounded by six feet of water for four months and none has passed through. We take pleasure in recommending Ceresit to any in need of such an article. Very truly,

MEYER BROS.

"Ceresit"
Waterproofing

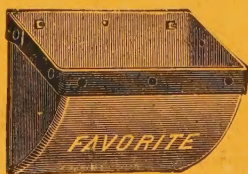
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Superior to all.
Storm and spark proof.
More and better work.
"Day-ly" efficiency.

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from your grain is an unavoidable loss, but dirt and dust about your elevator is a voidable loss. The loss of life, money and business can be avoided through the installation of a Day Dust Collector.

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